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Scale AVIATION Modeller International

Tenth Anniversary Special

by Richard J. Caruana

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see page
91

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Competition
see page
99

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Tomahawk

Macchi C.200

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AZTEK A320 	<ul style="list-style-type: none">Single ActionPatented Quick Color Change ConfigurationLightweight BodyEasy-to-Adjust ControlsUSES: General Detail, General Spraying, Capable of Fine Line Work

News & Reviews

5... News Update

The latest news on modelling products from around the world

10... Previews

An initial look at new kits that we have received for review

12... Reviews

The Review Team builds a selection of the latest kits

22... Accessories

This month we take a look at recent products from Aires, Airwaves, A & V Models, Aeroclub & Italeri

26... Decals

Some of the latest sheets from AeroMaster, Eagle Strike, Model Design Construction, Galdecal & Scale Nutz

32... Modelling Products

Masks from Montex and Cutting Edge, new products from Gunze Sangyo, weathering powders from CMK and cements via Little-cars.com

Regulars

- 88... Bookshelf
- 92... Clubs & Societies
- 94... Readers' Classified Ads
- 94... Events Diary
- 96... Shop Guide
- 97... Web Guide
- 98... Address List & Advert Index

Competitions

- 91... Win a Dora!
- 99... Win a Hoverfly & Seahawk!

Features



36

Fighting Tomahawk

Steve A. Evans builds the new 1/32nd scale P-40 Tomahawk from Trumpeter

44

Pilot's Perspective

Jan Pribyl offers some excellent interior artwork of the P-40B/C



46

10th Anniversary Special

Richard J. Caruana marks our 10th Anniversary by revisiting many of the subjects he has covered in the past 10 years and offering new profiles of each



56

Black Swan Vampires

Photographic Reference of Australian-built Vampires in service with No.25 (City of Perth) Squadron, RAAF, during 1951-60, by Mike Mirkovic

64

Dauntless Profiles

A selection of colour profiles of the SBD Dauntless by Richard J. Caruana



66

Macchi C.200

The Craftworks 1/32nd scale kit beautifully build by Girolamo Lorusso

73

Macchi C.200 Profiles

A selection of colour profiles of the C.200 by Richard J. Caruana



74

Gloster E.28/39 Quick Build

Tim Large tackles the new 1/48th scale Gloster E.28/39 Pioneer from Special Hobby



80

First of the Last

Dai Williams builds the new Fokker D.VII in 1/48th scale from Roden

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Questions to Contributors

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Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Editorial

A Strange Perspective

In the past couple of years I have noted a rather odd perspective creeping into the hobby. I have always been aware that there are those in this hobby who have extreme views, but you get that in all walks of life and 'each to his own'. A certain perspective has now moved into the sphere of modelling magazines though and so I felt that I would like to make a few comments to dispel a few of the views held by certain people within this hobby of ours.

The views I am talking about relate to coverage, specifically what is covered, but also how it is covered. It seems that a few voice the opinion that modelling magazines deliberately do or do not cover certain ranges of products. I have come across this in the past and have always taken time to dispel this myth, as we simply do not have the luxury to do any such thing! I can only talk from my standpoint and from my experience over the last ten years, but basically if you feel that magazines are biased, or that they 'choose' what they cover, or that in some way the coverage is linked to an undisclosed association of that manufacturer with the publisher, or advertising, then you are sorely mistaken.

Here at Scale Aviation Modeller Int we have a good relationship with many of the manufacturers and distributors, so we are fortunate in being able to get samples to build. There are problems though, and I am afraid to say we all have to put up with the fact that because publications only want one of an item, and shops etc want them in mass and pay for them, we are nearly always last in the line. This is not always the case though and I am happy to say that a few distributors treat us with equal speed and efficiency as they do a paying customer. The upshot of the former though is that we often do not receive a sample until it is 'old' and already on the shelves. You often also find that manufacturers 'batch' their shipments and as a result we may not get samples for a couple of months, by which time the items released at the beginning of that cycle are now three or four months old. You cannot blame firms for this, they are in business to make money and it is difficult to show any relationship that directly links published reviews with sales. I know from my own experience that many of you depend on published reviews to determine your modelling purchases, but it is impossible to show that via buying trends and sales. As a result

many firms have to consider what 'benefit' there is in spending money in supplying samples for review, other than to promote the brand?

There are also occasions when a UK importer or distributor is reluctant to supply samples for anything other than full construction articles. This is OK in some respects, but because they only deal with 'new' items and the various accessories and decals only come along later, we often simply do not have an option to obtain the new kits, as we can only review them in the standard format which they will not accept.

The view that there is some link between advertising and coverage is

chooses, but I suspect most confine this to those firms that have proved problematical (e.g., late or non-payments). This is reasonable, and none of you in your day-to-day work would choose to actively promote those who have dealt with you in an unacceptable manner. As far as magazines having 'friends' or actively setting out to promote one firm over another, my reply to that would be, "get a grip"! There is no way a magazine can follow such a policy, as the lifeblood of a hobby is the products, so all magazines will actively seek to promote as many different products as they can via reviews and

the complain is 'too esoteric', while in the next it is 'too specific', talk about wanting your cake and eating it!

As you can probably tell, this whole subject is somewhat of an annoyance to an editor. I fully appreciate that you want to read material that is of interest, but just how many of you buy titles that are 100% of interest to you each and every month, the answer is none! There will always be items that do not interest you in and you therefore simply skip over them. To expect a magazine to fully meet your specific requirements each and every month is impossible, as what you want is not what someone else wants, and what he wants is not what the next guy wants, and so on. I know there are things that you want to see in this magazine and your seemingly adverse comments about us really underline that you like what we do, but like all humans, you always look to it being better. I am aware there are failings, and some we can overcome, others we cannot. There are very few manufacturers that we have direct communications with, so most of those we deal with are official distributors and importers. On the whole some treat us as important, others do not and see the business of making money all important and product reviewing and brand exposure as being something they only do as and when they get time. In 2004 we have seen a mass of new kits being produced and it is fair to say that we have probably seen less than 50% of them for review. Some have voiced the opinion that publishers should buy the kits they do not get as samples, but just what message does that send out to those who willingly supply samples FOC to promote their brand and this hobby. We have to make it a level playing field and as a result we are often not able to cover new items that we would like to and there is nothing we can do about that.

So, to sum up, we do not operate any 'system' or bias towards manufacturers, we can only review what we receive and so if you have a real issue with what you do not see in your favourite magazine, talk with the manufacturer or importer directly and tell him how important it is for you to see reviews in print before you will part with your hard-earned cash for an example.

Richard A. Franke

Editor, Scale Aviation Modeller International



something that I have dealt with before, so I will not dwell on it here. I would just say that if you believe this to be the case, just talk with an importer, distributor or manufacturer and see what they have to say on the subject! The final equation is bias, and this is one that is 'loaded' from the outset, as some obviously view magazines as being biased from the outset, so anything they say to the contrary will just be seen as evasion. I can only speak for myself when I say that we will review every aviation and modelling related item that we receive for review, regardless of who makes them. All companies exert some control on what they do and therefore a firm is quite within its rights to refuse to cover any firm that it

articles. With specific relation to this title some have voiced the very naive views that we specialise in 'esoteric resin kits' from 'unknown manufacturers'. Comments like this show that these modellers are completely missing the point, the title is 'international' and as such we review any kits that we receive, regardless of who made them or what they are made of, because somewhere there will be a modeller or modellers who are interested in it. I think that the funny other side to these comments is that recently similar views were expressed by an individual who then went on to state that the said title majored on one specific era and subject? I am sure you can all see the contradiction here, as in one breath

News Update



I/48th

Still due for release, and not seen on any of the French stands at the IPMS Nationals in November, was the Handley-Page Halifax (#6042/€75) from this manufacturer. Hopefully it will arrive before too long though.

Also due are the Dassault Mirage IIIR/RD (#6039) and Dassault Mirage V which are both listed at €52.

Aerotech

I/32nd

A new range of limited edition resin, white-metal and etched brass kits have been announced for 2005 by this manufacturer. The first one will be the Supermarine S6B (#AT32001) which will be released early in the year. This will be followed by the Percival Mew Gull (#AR32002), Macchi MC72 (#AT32003) and Hughes HR-1 (#AT32004). Only 100 of each will be produced and although no confirmed release date are yet available, advanced orders are being taken. Contact 01323 833717 or Email jscanam@aol.com for more details.

STOP PRESS - Little-cars.com have advised us that the retail price for the S6B will be £140.00.



I/48th

Although noted as having been reissued in the USA during September, the Messerschmitt Me 163B-1a Komet (#5504/\$27.98) and Junkers Ju 188E-1 (#5518/\$54.98) have not, as yet, reappeared in the UK?



I/72nd

Big news announced at the Nationals was that at long last Airfix are going to produce a kit of the BAC TSR.2 in this scale. The kit is currently being scheduled for release in the Autumn of 2005 and the suggested retail price will be 'around' £14.99.



I/144th

Being released in Japan during November is a set of twelve JASDF F-15DJ 'Aggressor' kits (#40156/¥4560) all of which are in one box and are pre-painted.

I/100th

Due in this scale during December in Japan is a similar box of twelve Messerschmitt Bf 109Fs (¥4560).

We are not aware if either of the above two sets will ever be seen outside of Japan though?



I/72nd

Released in the UK during late November was an all-new resin kit of the Polikarpov ITP (#72122/£31.15).



I/72nd

Released and on general sale in the UK in late November was the Yokosuka E-14Y 'Glen' (#AV128/£27.70).

This will be followed by a new kit of the DFS 346 'version D' (#AV129) as used by the Russians in 1949.



I/72nd

A new resin kit of the Vought XF8U-3 Crusader III (#7229/£45.70) went on sale in the UK during late November.



I/72nd

Arriving in the UK in late November was the McD Phantom FGR.2 RAF 'Alcock and Brown' (#72168/£19.99). This is a special limited edition kit, so will only be in stock for a very short time.



I/48th

The latest addition to this series was released in late November in the form of the Avro 504K (#BM206/£24.99). This is a limited edition, injection moulded kit with pewter detail parts and decals.



I/144th

Due for release in Japan during November and December in this scale are new kits of the Nakajima Ki-84 Hayate & Ki-43 Hayabusa II (#42051/¥500), Aichi D3A Type 99 Val & B7A Ryusei-Kai (#42052/¥500), Mitsubishi A7 Reppu & J2M Raiden (#42053/¥500) and Nakajima B6N Tenzan & Kawanishi N1K2-J Shiden-Kai (#42054/¥500). To date we are not aware of any of these coming to the UK though.



I/48th

The next mixed medium kit in this range has been announced as the Douglas F3D-2 Skyknight (#4814/\$49.95) and it should arrive in late November or December.



I/48th

Noted as being reissued in America during early November was the Convair F-106 Delta Dart (#85-5847/\$16.98). The next release in this scale will see the reissue of the Heinkel He 111H-4 (#85-5522).

I/32nd

The only new item due in this scale will be the reissue of the Grumman F4F-4 Wildcat (#85-6876), although this time with one of their historical books included.



I/48th

A surprise reboxing of the Hawker Sea Hawk in FB.3/FGA.6/FGA.50 guise (#490RN/£29.99) arrived in the UK in late November. As the Royal Navy version (#CF465) is now deleted, this is the only way currently you can build a Royal Navy version.



Still due for release in this scale is the TT Mk I/III (#482) version of the B.P. Defiant. Also still due as we write is the all-new kit of the Wyvern, which failed to arrive in November and the same can be said of the de Havilland



Vampire FB Mk 5 (#470/\$50.00) and an all-new version of the Fiat CR.42 (#474/\$35.00), neither of which had been released by the time this was written in late November.



I/72nd

Reissued in Japan during November were the Messerschmitt Me 410A-1/3 (#FP-27/¥2400) and Messerschmitt Me 410A-1/B-1 (#FP-28/¥2400).

These are due to be followed in December by the release of the all-new kits of the Messerschmitt Bf 109F-2 (#FP-29/¥2200) and Messerschmitt Bf 109F-4 (#FP-30/¥2200).

prize draw

Subscribers' Monthly Prize Draw

December

- Mr S Hackney - Kit
- Mr W Pearce - Kit
- Mr A Amaral - Kit

Entry to the monthly prize draw is **FREE** to all subscribers.

Hobby materials for the subscribers' prize draw supplied by Deluxe Materials. Visit www.deluxematerials.com for details.

1/72nd

Arriving in the UK in early November were the Heinkel He 51 'Spanish Civil War' (#00726/£9.99), Messerschmitt Me 262A 'ISS 1' (#00727/£10.99), Bristol Beaufighter Mk 21 'Green Ghost' (#00728/£14.99), McD F/A-18C Hornet 'VMFA-212 Lancers' (#00729/£12.99), North American PBJ-1H Mitchell 'US Marine' (#00732/£23.99), Hawker Hurricane Mk IIc 'North Africa' (#00733/£9.99), Lockheed P-3C Orion 'JMSDF' (#00734/£25.99), Grumman F-14A Tomcat 'VF-33 Tarsiers' (#00735/£17.99), Mitsubishi G4M1 Type 1 [Betty] Model 11 '752nd Flying Group' (#00736/£17.99), Republic P-47D Razorback 'Little Chief' (#00737/£9.99), Grumman EA-6B Prowler 'VAQ-136 Gauntlets' (#00738/£17.99) and de Havilland Mosquito FB Mk VI 'IDF' (#00739/£17.99).

Released during October in Japan were the McD F/A-18E Hornet 'VFA-137 Kestrels' (#00718/¥1800), Panavia Tornado F Mk 3 'No.25 Squadron' (#00740) and the Heinkel He 111P (#E22/¥3200).

These were followed in November in Japan by the McD F/A-18F Super Hornet 'VFA-154 Black Knights'



(#00741/¥1800), McD F/A-18F Super Hornet 'VFA-154 Black Knights'



(#00742/¥2600), McD F/A-18C Hornet 'VMFA-212 Lancers'



(#00743/¥1800) and Lockheed-Martin F-117A Nighthawk 'Special Markings' (00747/¥2400).

December releases in 1/72nd will include the McD F/A-18E Super Hornet 'VFA-27 Royal Maces' (#00744/¥1800), Grumman F-14B Tomcat 'VF-102 Diamond Backs' (#00745/¥2600), McD AV-8B Harrier II Plus 'VMA-223 Bulldogs' (#00746/¥1600) and Fuji T-1B '2 in 1 JASDF 50th Anniversary' (#00761/¥2600).

The only other big news in this scale

is that following on from their new Heinkel He 111 series, Hasegawa intend to produce a similar series of all-new Junkers Ju 88s in this scale during early 2005. We will bring you more details as soon as we know them.

1/48th

Items thus far released in Japan but not having arrived in the UK to date include the North American Sabre Mk 4 'RAF' (#09567/¥3400) and the F-16C Fighting Falcon 'Thunderbirds' (#V105/¥2200).

Arriving in the UK in early November were the Hawker Hurricane Mk IIc 'North Africa' (#00733/£9.99), Lockheed P-3C Orion 'JMSDF' (#00734/£25.99), Grumman F-14A Tomcat 'VF-33 Tarsiers' (#00735/£17.99), Mitsubishi G4M1 Type 1 [Betty] Model 11 '752nd Flying Group' (#00736/£17.99), Republic P-47D Razorback 'Little Chief' (#00737/£9.99), Grumman EA-6B Prowler 'VAQ-136 Gauntlets' (#00738/£17.99) and de Havilland Mosquito FB Mk VI 'IDF' (#00739/£17.99).

Items released during October included the McD F/A-18C Hornet 'VFA-82 Marauders' (#09570), V.S. Spitfire Mk Vb 'USAAF' (#09571), Republic P-47M Thunderbolt 'Zemke's Wolfpack' (#09572), Mitsubishi A6M2b Type 21 '265th Flying Group' (#09573), McD RF-4E Phantom '501 Squadron Shark Teeth' (#09574/¥3200), McD A-4N



Skyhawk (#09575/¥2800) and Mitsubishi F-1 (#PT35).

November releases in this scale included the Mitsubishi XF-2B



(#09576/¥3200), Grumman F-14A



Tomcat 'VF-111 Sundowners' (#09577/¥4800), Lockheed F-104S



Starfighter 'NATO 50th Anniversary' (#09578/¥2600), Messerschmitt Bf 109F 'Hannes Trautloft'



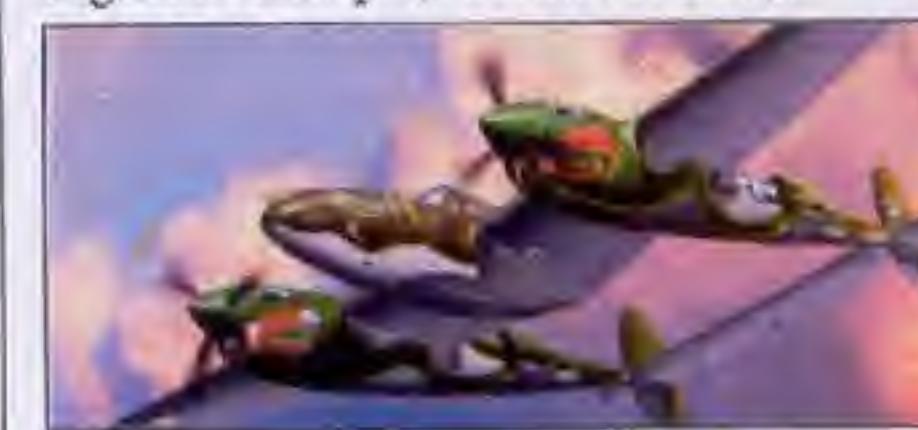
(#09579/¥2400), LTV F-8E(FN) Crusader 'France Special'



(#09580/¥3200), McD F-110A



Phantom II (#09581/¥3600) and Lockheed P-38J Lightning '459th Fighter Group' (#09582/¥3600).



December releases in 1/48th will include the Henschel Hs 129B-3 '9th Land Attack Group' (#09583/¥3200) and Junkers Ju 87R-2 Stuka '2nd Dive Bomber Group' (#09584/¥2600). The big news is that in December Hasegawa will release new kits in this scale of the Curtiss P-40E Warhawk (#JT86/¥2400) and the Mitsubishi F-1 (#PT35/¥3000).



1/32nd

Released during November in UK were the Messerschmitt Bf 109G-4 'Regia Aeronautica' (#08148/£25.99) and the Fi-156/MS500 Criquet 'Armée De l'Air' (#08149/£23.99).

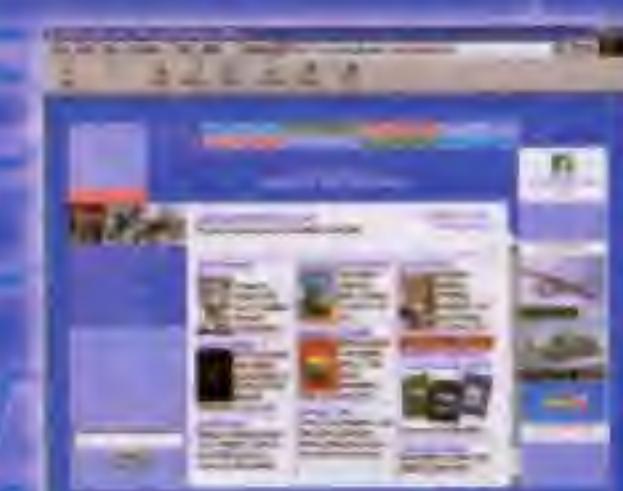


Due for release in December will be the all-new tooling of the Nakajima Ki-84 Type 4 Fighter Hayate (#ST24/¥4200).

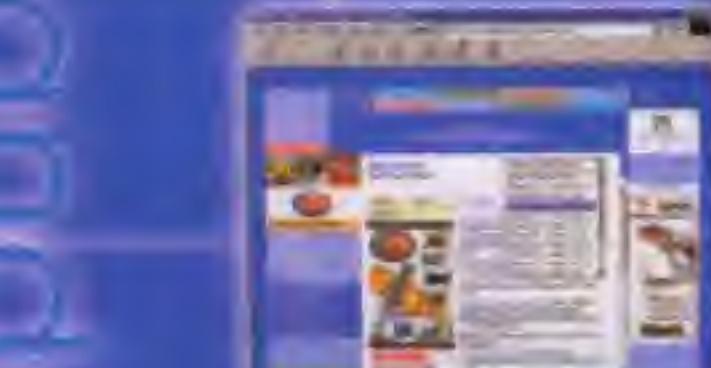


NOTE: The releases dates quoted above come from Hasegawa are for the European market unless otherwise stated. However from experience we have noted that the actual arrival of the kits in the UK tends to be about 4-6 weeks after that quoted. This is due to the shipment time and delays in customs etc.

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1/72nd

Still due for release before the end of the year in this scale is the all-new kit of the MiG-21F-13 (#04346/£12.99).

1/48th

Although listed for release by August, the ex-Hasegawa McD AH-64D Longbow Apache (#04420/£13.99) had still not appeared by the time these words were written in late November and we are now wondering if it has been cancelled?



1/32nd

Arriving just in time for the IPMS Nationals in late November was the all-new kit of the Heinkel He 162A-2 'Salamander' (#04723/£19.99).

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I/72nd

Released in the UK during late November in this scale were the Sikorsky HH-53C Jolly Green Giant (#1035/£8.50) and the Savoia-Marchetti S.M.79 Sparviero III (#1243/£10.99). The first is a reissue, while the second is a revision to the previous tooling.



Noted as being due for release in November is an all-new kit of the Rafale M (#036) in this scale. Still due for reissue is the Messerschmitt Bf 110G-4/R3 (#1039), although we have no confirmed UK release date or price as yet.

I/48th

Released in the UK in late November was the Dassault Mirage IIIE (#2634/£11.99), which is an ex-Escie kit.

Now most likely to arrive in December or January 2005 will be the all-new kit of the JAS-39A Gripen (#2638) in this scale.

Warbird Productions

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I/72nd

Released by PJ at the IPMS Nationals in late November was a new resin and etched brass kit of the Hawker Hunter F.6/FGA.9/FR.10/FGA.57 (#721022/£37.80).



I/48th

Back once again in the UK in late November was the Brewster B-339 Buffalo 'Pacific Theatre' (#61094/£16.50). The kit features decals for RAF, Dutch and USN versions as well as canopy masks.

Continuing with their range of 1/48th scale vehicles, Tamiya intend to produce kits of the Tiger I 'Early Production' (#32504/£1800), M4 Sherman 'Early Model' (#32505/£1800) and Kw.K2s Schwimmwagen Type 166 (#32506/£1000), all of which should be available during November or December. There is no real notification of a UK price for them as yet, although as much as £17.99 for the Tiger I has been mentioned!

These will be followed in January and February 2005 by the Stug III Ausf.B (#32507/£1800), Accessory Set: Sandbag & Brick Wall (#32508/£800), Accessory Set: Barricade (#32509/£800), Accessory Set: Jerry Cans (#32510/£800) and Hetzer 'Middle Production Model' (#32511/£1800).

I/32nd

Although already out in Japan, the JASDF F-4EJ Phantom II (#60314/£13000) has, as yet, not arrived in the UK.

Next up will be the all-new kit of the Lockheed-Martin F-16CJ Fighting Falcon (#60315/£12400) which will be produced in November. We have no confirmed UK release date or price as yet, although £119.99 seems to be the price being mentioned in the trade?



I/72nd

A new limited run injection moulded kit of the IMAM Ro.44 (#72054/£15.50) was released under the Octopus label produced by Pavla in late November. The kit features limited run injection moulded and resin parts, as well as a vac-formed canopy and decals for three Italian Navy options.



I/72nd

Coming into the UK in late November was the new resin kit of the GAL 49 Hamilcar glider (#102/£58.80).



I/72nd

Released worldwide in November, but not in the UK by the time this was written in late November, was the all-new kit of the Curtiss H-16 (#049).



The big news though is that Roden intend to produce an all-new kit of the Zeppelin Staaken R.VI (#0055) in this scale and that they intend to do this during the first half of 2005.



I/48th

Continuing the release of Fokker D.VII variants in this scale, Roden released the Albatros-built, early version (#421) in November.

The previously listed kit of the MiG-23 (#428) shown by Roden has apparently either been permanently cancelled, or suspended for an undefined period from their proposed production schedule?



I/32nd

The amazing news here is that apparently Roden intend to move into 1/32nd scale and the first kit they will produce will be the Fokker Dr.I (#601) and they intend to make this during the first half of 2005.



I/144th

Noted as being released in Japan during early November was an all-new kit of the Sukhoi S.37 Berkut (#01324/£600) in this scale.

I/48th

Contrary to what we said last month, the next kit due in this scale will not be the Fw 200, instead it will be the

N.A. RA-5C Vigilante, which is shown in Japan as due in December with a retail price of £6800.

We presume therefore that the Vigilante will be followed by the Focke-Wulf Fw 200C-3 Condor (#02814), although we have no confirmed release date as yet.

I/32nd

Released in Japan during November were the all-new kits of the Grumman TBM-3 (#02234/£9800) and TBF-1C (#02233/£9800) Avenger.

I/24th

Arriving in the UK in time for the IPMS Nationals in late November was the all-new Focke-Wulf Fw 190D-9 (#02411/£69.99). Initial inspection show the kit to be well moulded but there are some problems with profiles, the 'curved' hinge line on the engine cowling and tyres that would not look out of place on a tractor!

LEGATO KITS



I/72nd

New resin kits released in this range during late November in the UK were the Aero A-304 (#020/£49.99) and the V.S. Spitfire PR Mk 1G (#047/£22.80).



This is the name that Trumpeter trade under in the Far East, but some of the items in this packaging often appear elsewhere in the world.

I/72nd

Arriving in this scale in the UK in late November were the F/A-22 Raptor (#80210/£13.95) and Sukhoi Su-47 [S.37] Berkut (#80211/£12.95).

competition

The winner of the Pocketbond/Trumpeter Flanker Competition was:

P. Fanin, Italy

Congratulations on winning the superb 1/32nd scale Su-27 Flanker kit.

Previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



Curtiss P-40B Tomahawk

Scale: 1/72nd
Kit No: 7201
Price: £TBA
Origin: Frog (UK)?
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 34 (Green), Clear 3
Decal Options: 2
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd



Mirage III E



Dassault Mirage III E

Scale: 1/48th
Kit No: 2634
Price: £11.99
Origin: Esci (Italy)
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 64 (Grey), Clear 3
Decal Options: 7
Manufacturer: Italeri SpA
UK Importer: The Hobby Company Ltd



North American P-51 Mustang 'North Africa'

Scale: 1/72nd Kit No: 12401
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 86 (Grey), Clear 7
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway

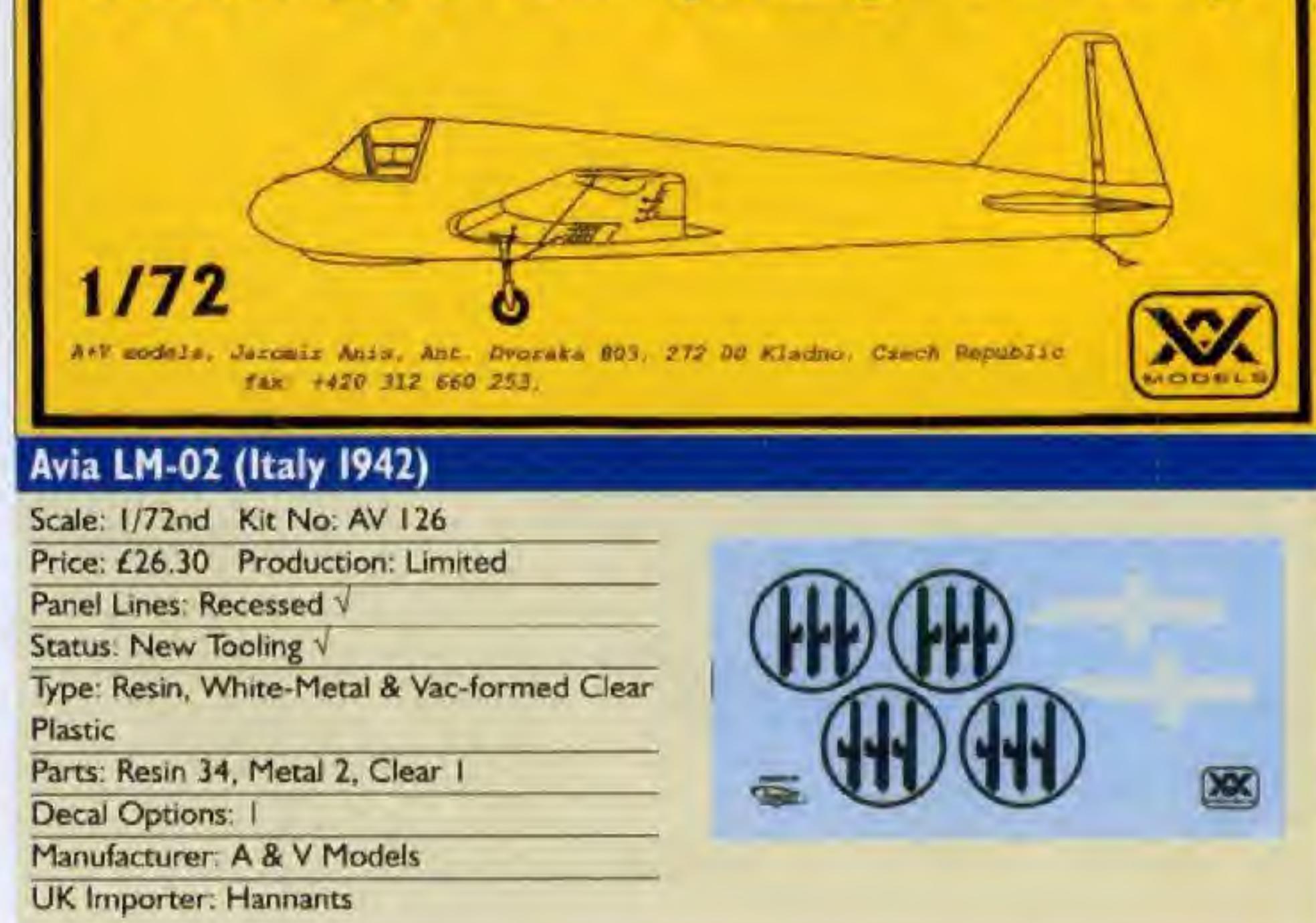


Sukhoi Su-24M

Scale: 1/72nd Kit No: 7267
Price: £10.99 Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 134 (Grey), Clear 11
Decal Options: 2
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd



Avia LM-02 (Italy 1942)



Avia LM-02 (Italy 1942)

Scale: 1/72nd Kit No: AV 126
Price: £26.30 Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White-Metal & Vac-formed Clear Plastic
Parts: Resin 34, Metal 2, Clear 1
Decal Options: 1
Manufacturer: A & V Models
UK Importer: Hannants





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Xotic-72 1/72 Scale
AU2024 Kokusai Ki-76 Stella
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AU2009 Rogozański IK-3
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Xotic-72 1/72 Scale
AU2022 F2G Super Corsair
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Xotic-72 1/72 Scale
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AJ3431 B-25C/D Mitchell
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Minicraft 1/144 Scale
MI14497 C-54 Sacred Cow
\$24.00 \$21.46



Fujimi 1/24 Scale
FU12496 427 S/C Cobra
\$39.00 \$34.96



Fujimi 1/300 Scale
FU50028 Himeji Castle
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HR9401 Lucanis Cervus
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'El Alamein'
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Fujimi 1/76 Scale
FU76061 CHI-HA Japanese
Medium Tank New Type
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Flakpanzer 38(t) 'Gepard'
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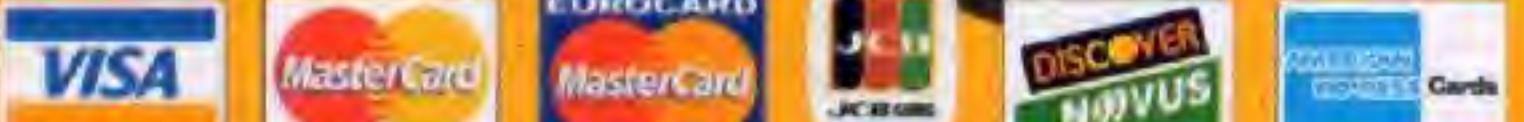
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KIT OF THE YEAR!



Trumpeter 1/350 Scale
TR05301 "Jeremiah O'Brian"
\$45.95 \$39.96

Reviews



Blackburn Skua Mk II

Technical Data

Scale: 1/72nd
Kit No: 72030
Price: £10.70
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: Pavla Models
Obtain in UK via: Hannants



The Kit

The first kit I bought when I returned to modelling after twenty years or more was a Revell boxing of the old Frog Blackburn Skua. I had never heard of the Skua, but the box looked interesting. The kit was horrible. I persevered with this monstrosity, and in the process of trying to rectify some of the more obvious faults, I developed a great affection for the aircraft and its dramatic history. I never successfully completed a Revell Skua, as it is beyond hope, but I have been waiting years for a better one to come along. This is it. It is not the shake and make boxing that I would have liked, and there are some major problems that need to be overcome, but unlike its predecessor they are not insurmountable, so praise the Lord, hang out the flags, sound off a twenty-one gun salute and give thanks that at long last we can do justice to one of the most important naval aircraft to hail from the early years of World War Two.

If, like me, you have never heard of the wretched thing, then you may be interested in the answer to the following questions. Which was the first monoplane operated by the Royal Navy? Which was the first British aircraft to score an aerial victory in the Second World War? Which was the first aircraft ever to sink an enemy ship from the air? Answer – the Blackburn Skua.

A first glance at the injection-moulded sprue is almost enough to make you give up, as it looks pretty rough. This is the case with a lot of injection-moulded kits; so do not be

too hasty, as most of it cleans up pretty well. There are resin parts included – among them a seat, cockpit details, wheels and a bomb and crutch, but no brass fret is provided. The resin parts are generally good, but this manufacturer has improved dramatically of late, and they are not as good as some of Pavla's other offerings. Canopies are vac-formed, and there are two provided, and the decal sheet features four options and is excellent. All things considered, so long as you do not expect an easy ride, the box contains everything you've been waiting for.

Instructions

Very good illustrations fill an A5 booklet, with instructions in Czech and English. Pavla's invitations to scratchbuild various small items seem to have become less preposterous of late and those few instances in which the modeller is invited 'to make new' are nearly all plausible. Of course, it would be nicer if they simply provided the parts, but I appreciate that this is not always cost effective. Everything was clearly laid out, and I had no trouble understanding anything. The colour/markings diagrams are particularly nice, with two full pages devoted to each option.

Construction

Inevitably we start with the interior, which although better than average by the standards of model kit manufacturers, is still barely adequate for an aircraft with so much glass on top of it. Certainly, it is not comprehensive enough to leave the cockpit open, without some serious additions. One major problem is the shape of the bulkhead behind the pilot's seat – this should be integral with the canopy frame, and forms a roll cage with the frame behind it and the two short pieces of plastic rod that Pavla invite you to manufacture. Unfortunately, the vac-formed hood stands a couple of millimetres higher than the bulkhead, and this is very difficult to rectify. The gap at the top would be very prominent with an open canopy.

The fit of the resin cockpit parts is very poor, and the sidewalls are fairly crude. On the plus side, the two seats are very nicely cast, as is the instrument panel, although the latter had to be cut down severely to fit into place. I decided that it would be

best to model the aircraft with the rear canopy section open, and the front closed. This meant that some detail had to be added to the observer's position, but I realised at an early stage that there was no chance of my cutting the rear section to fit accurately.

The centre of the Skuas large cockpit aperture is filled with a pair of fuel tanks, which are nicely represented in this kit. These were added to the cockpit assembly and the whole thing painted and attached to the fuselage side. Construction then followed as per the instructions until I had the completed airframe, minus canopy and cowling, and it was here that the fun began.

The cowling comes in two halves with scribed details for the cooling gills. It is an appalling fit, both with itself and with the fuselage. The shape looked wrong when it was offered up to the rear firewall, so I opted to perform drastic feats in order to rectify the problem. Firstly I glued the cowling halves together, then I attached the assembly to the front of the fuselage, plastering it liberally with liquid poly. Once this was dry I covered the join – which was very crude, due to the poor fit of the cowling – with Milliput, subsequently sanding this smooth.

The process for replacing the cooling gills was as follows: step one, a thin strip of plastic card was glued in a ring around the base of the cowling. Step two, filler was spread in front of this and sanded to give a flared appearance to the cowling. Step three, small rectangles of masking tape were added to represent the gills. The end result is a million times better than the mess that existed before. This was the only major deviation from the instructions.

When I came to fit the canopy I fitted the centre section from one of the two provided and faired it in with filler. The other piece provided the windscreens and hood, which I fitted as one part, and the observer's hood, which I fitted after painting in the open position. The wheel wells had some gaps in them which required stuffing with Milliput, but beyond the need to sand and fill, sand and fill, and sand and fill again there were no major problems to overcome.

Colour Options

There are four colour options provided, although I would take issue with a couple of them. Option one is L3048 of No.803 Squadron in the Norwegian campaign. The instructions suggest that the upper surfaces should be Dark Green and Medium Sea Grey, and I presume that this is as a result of the researchers studying the conclusions reached by Ian Huntley into the matter of colours on naval aircraft during this period. My understanding of the situation, based on his recent article in Model Aircraft Monthly, is that Mr Huntley has changed his mind on this issue. I would suggest that the correct colours for option one would be the same as option three – Dark Slate Grey and Extra Dark Sea Grey over Sky Grey.

Option two is for a target tug in the striking black and yellow scheme applied to some Skuas. The aircraft is L3007, but Pavla suggest the fuselage roundels be regular Type A; red white and blue with a yellow ring. Sources suggest this is not so, and that the fuselage roundel has no white. Also, neither the kit nor the instructions make any attempt to replicate any kind of towing gear. I would love to model this aircraft, but until I find



details of the winch gear and associated equipment, I am unable to. I hear dark rumours of an impending book on the Skua. Hopefully this will feature full details of these aircraft, as well as those used to tow flares over Dunkirk during the evacuation?

Option three is for L2953 as it appeared in action against the Vichy French in 1940, while option four depicts an all silver aircraft of No.803 Squadron in the spring of 1939. This features a very nice red and blue carrier band and a blue and white striped tail fin.

I chose to model none of these, but made my Skua as L2991 of No.803 Squadron operating from HMS Glorious over Norway in April 1940. I

used Xtracolor Dark Slate Grey, which has no rivals, Humbrol 123, and Tamiya Sky Grey for the undersides. The black and white wing undersurfaces were sprayed using Halfords car sprays.

Decals

The decals were very good. I encountered no problem applying the ones I did use. The sheet is impressive looking, and will add a wealth of spares to the spares box. Decal Rating = 10/10.

Accuracy

Hmm... basically this kit will be as accurate as you care to make it. The interior is pretty poor, although

better than that provided with many kits. It is certainly more accurate in this respect than the Airwaves brass set, which I would regard with some suspicion. As with so many kits, the poor interior would not present a problem if the canopy were modelled closed. The rear observer's position is particularly disappointing, and requires some work. It is, however, a quantum leap ahead of the previous option, which I hope can now be consigned to the collector's market for all eternity.

The airframe is pretty good. Apart from the dismal cowling, the plan form seems accurate, and the model captures the gawky long-legged sit of the real thing.

Conclusion

Having whinged about the lack of a good Skua kit for years, it would be churlish of me to give this one anything other than my highest recommendations. Basically, if you rectify that hideous cowling, and cut the canopies as I have suggested, you can end up with a good representation of this charming and much neglected aircraft. Thanks to Pavla I have, at last, a Skua in my collection. Now I need a new Holy Grail to pursue. Any chance of those Vista Gannet moulds yet?

My thanks to Pavla for the review sample.

Gary Hatcher



Fiat G.5

Technical Data

Scale: 1/72nd
Kit No: A97
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 48
Also Includes: Clear Acetate Sheet
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



The Kit

The kit is supplied in the customary blue/white Choroszy Modelbud box, with a laser printed colour profile glued onto the lid. The resin kit parts are all neatly packed in small plastic bags, with an instruction sheet and small decal sheet. The quality of the casting is just what we've come to expect from Choroszy, nice sharp trailing edges, neatly scribed panel lines and beautifully rendered fabric effect on the fuselage, wings and tail surfaces. A clear sheet of plastic is supplied from which to make the small cockpit windscreens.

Instructions

The instruction sheet is carried over two sheets of folded A4 and consists of a brief history (with occasional grammatical and spelling errors), some technical data, an assembly sequence of five diagrams, a three-view drawing, one colour scheme and on the last page, a long list of available Modelbud kits. What this sheet does not tell you is that this model matches the second of

four prototypes, due to slight differences in tail fin and windscreen shapes.

Construction

In the time honoured fashion of resin kits, some preparation of the main parts is needed before construction can start. In this instance, careful removal of the excess resin moulding & pouring blocks from the fuselage halves was necessary to get a good clean join. A clean-up of the wing leading edges was also required in this example the starboard wing contained a few air

together and the rest of the kit is quickly assembled, with only a minimal amount of clean-up necessary on the wing to fuselage mating surfaces. The undercarriage was also attached, after carefully trapping each wheel between the two spat halves. There was a bit of trimming needed to get the support struts to fit, but the three-view drawing helped here. It also helped to show that the undercarriage is actually a bit too long, by 2mm in fact. After a coat of Halfords grey primer, the model was then sprayed with an overall coat of Alclad II



bubbles that needed filling. To make their painting and assembly just that bit easier, the rest of the smaller pieces were attached to a piece of card using double-sided tape. After a coat of primer, the cockpit area and detail parts were painted and assembled. No colours are given for the interior, so I used a pale grey base colour, with items picked out in either silver or black. Interestingly, the front cockpit, according to the instructions, does not have any flight controls. The instrument panel in the rear cockpit needed a fair amount of trimming to fit. The fuselage halves were then joined

White Aluminium. The nicely cast engine and exhaust is painted and fixed in place following by the most delicate item, the engine cowl. I was able to remove this item from its casting block without too much trouble. The two small windscreens were cut out of the clear sheet material, using the three-view as a guide. Just the oil cooler and the venturi tube to go on and there you have it... one complete model.

Accuracy

With a span of 147mm, a height of 36.5mm and a length of 110mm, the kit scales out to 10.58m span, 7.92m

length and a height of 2.6m. According to a recent Aerofan article, the 8.4 length given on the instruction sheet is closer to the longer 1st prototype when it was fitted with an in-line engine. This second version was actually 8.14m, with a span of 10.48m and a height of 2.46m. Despite the discrepancy with regards to the length and the height (the height can easily be corrected by shortening the undercarriage), photos in the Aerofan article show that this model captures the clean, unfussy lines of this touring aircraft extremely well.

Colour Options

Just the one scheme, an overall silver complete with minimal markings, namely the rudder tricolour and fuselage fasces.

Decals

Again, a very simple sheet. Just the rudder decal, serial number and fuselage fasces. I opted to paint the red area of the rudder, using just the green and white decal parts. Decal Rating = 9/10.

Conclusion

Until reading the Aerofan article, I had never known of the existence of this aircraft. It was the second project designed by Ing. Gabrielli for Fiat, others include the more widely known Fiat G.50, G.55 and G.91, amongst others. Any one interested in these aircraft would do well to consider adding this one to the collection. As is always the case with Choroszy Modelbud, who seem to have captured a niche in producing such interesting and less well known aircraft, it is a superbly executed model, very easy to build and is therefore very highly recommended.

Many thanks to Choroszy Modelbud for the review sample.

Chris Busbridge

Technical Data

Scale: 1/48th
Kit No: 2636
Price: £9.50
Origin: Esci (Italy)
Panel Lines: Recessed & Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 74 (Grey), Clear 6
Decal Options: 6
Manufacturer: Italeri S.p.A.
UK Importer: The Hobby Company Ltd



The Kit

This kit is a re-release of the Esci kit. Inside the lift-off lid box you get four sprues of injection moulded plastic, three in grey and one clear plus one very large sheet of decals and one instruction sheet.

The plastic parts have nicely engraved panel lines with ample surface detail and the clear parts are nicely moulded and are very clear.

Instructions

The instructions are to Italeri's usual style, one sheet that folds out giving a brief multi-lingual description on the front with sprue layouts and instructions through to painting and decaling instructions at the end. Paint references are given throughout at each stage with the main key referring to both FS numbers and Model Master paints.

Construction

Begins with the cockpit area. The ejection seat is made up of four separate parts which when assembled

and painted is actually quite nice. The cockpit tub is a one-piece moulding to which the instrument panel, control column and ejection seat are fitted.

The bulk of the cockpit is painted in Humbrol 127 Ghost Grey with the instrument panels painted satin white in preparation for the instrument decals. The forward undercarriage bay is glued to the cockpit insert then the whole assembly is fixed into one half of the fuselage.

At this point I noticed that there was a large gap between the aft of the cockpit tub and the fuselage at the top end. As there was no other part to be fitted here I filled the gap with plasticard and plastic filler to close it. Nose weight was added and the two halves of the fuselage were joined.

The wings were next. The lower half of the wings is a one-piece moulding with two separate upper halves. If you opt for either the RAF or the RCAF version you need to open out four holes in the lower wing section, which I did, then joined the wing parts together.

The next stage sees the wing to fuselage, nose cone and tailplanes fitted; it also shows the fitting of the exhaust fairing and nozzle but these were left off until the paint scheme had been applied. I had decided to model the Sabre with the air brakes deployed and, whilst it may look good it gave me grief at the decaling stage having to cut the decals around the air brakes.

Of note here is an omission from the upper wing halves. On photographs I have of a Sabre at RAF Hendon it shows wing fences roughly halfway down each wing, which are shown in stage four of the instructions but are not actually on the mouldings, so they were added from 10thou plasticard. There are also vanes on the underwing fuel tanks on the aircraft at

Hendon and although there is an option in the kit with these on, the instructions tell you to fit the fins without the vanes, so I followed the photos and fitted the ones with the vanes. I may be totally wrong with all of this but I liked the look of the photographs.

The windscreen and canopy were masked off then the windscreen was fixed into position and the canopy was 'dry' fitted using Maskol.

The fuel tanks (including vanes) were assembled and fitted along with the missile rails. The two halves of each of the main undercarriage wheels were joined whilst one half was still attached to the sprue, then the whole model along with the parts that were still left on the sprues were sprayed with Humbrol Acrylic Matt White spray. All the 'sticky out' bits such as the undercarriage, air brakes and missiles would be fitted after the paint scheme had been applied.

Accuracy

Dimensions given in the World Aircraft Information Files give a span of 11.27m and a length 11.27m.

The model measures out at span 11.28m and length 11.28m. That's close enough for me!

Colour Options.

No less than six are given on a very comprehensive decal sheet, which are:

- USAF, 336th FIS, K-14 Air Base, Korea 1952. Natural metal finish.
- USAF, 336th FIS, 4th FIW, Kimpo Air Base, Korea 1952, Natural metal finish.
- South African Air Force, No 2 Squadron, Korea 1952. Natural metal finish.
- Sabre Mk 6, German Air Force, JG 71, 1st Staffeln, Oldenburg 1957. Natural metal finish.
- Sabre Mk 6, Royal Canadian Air

Force, No 421 Squadron 'Grostequin' France 1957. Dark Green, Dark Gull Grey and Light Ghost Grey camouflage.

- Sabre F Mk 4, Royal Air Force, No 4 Squadron, Jever 1956. Dark Green, Dark Gull Grey and RAF Azure Blue camouflage [My choice].

Nearly all models of the Sabre I have seen have been in the natural metal finish, I liked the look of the RAF machine with its Azure Blue undersides and grey/green camouflage pattern, so that's what was applied.

Humbrol 157 Azure Blue was applied first to all of the undersurfaces, then the demarcation line was masked off and an overall coat of Humbrol 164 Dark Sea Grey was applied to the upper surfaces. When dry the camouflage pattern was lightly pencilled on then a combination of Blu-Tack and masking tape was applied to the lines then Humbrol 163 Dark Green was sprayed on.

The undercarriage bays and legs along with the air brake bays and inner air brake surfaces were painted with Humbrol 56 Aluminium then 'dirtied up' using a wash of black/brown paint.

There are other areas that require masking and painting such as the matt black panel on the nose and the light grey/black tip to the tail, but apart from this that's it with regards to the painting.

Decals

One very large sheet of very nicely printed decals gives you six options along with a myriad of stencils. They are printed by Cartograf in Italy and are superbly printed. They have perfect registration and colour density, go on extremely well without the need for setting solutions, have very minimal carrier film and did not silver.

They are also able to withstand being butchered when it came to cutting them around the air brakes and still settle into position as they should, top class!

Decal Rating = 10/10.

Conclusions

I really enjoyed making this kit, no major problems were encountered and those that were, were easily overcome. Very little filler was used during construction and the fit of the parts in general was very good.

At £9.50 this kit is a real bargain and I may just get another to do in the aluminium finish. Very highly recommended to all.

My appreciation and thanks go to The Hobby Company Ltd for giving me the opportunity to review this kit.

Andy McCabe

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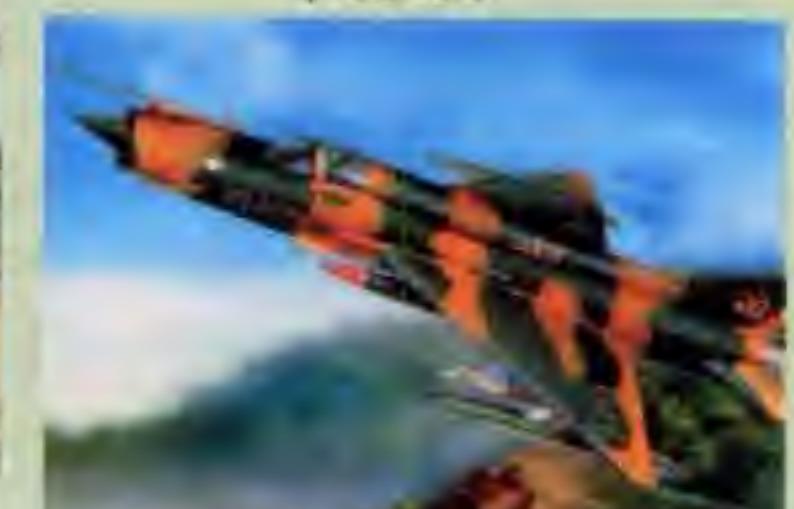
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Doflug D.3803

Technical Data

Scale: 1/72nd Kit No: DA72174

Price: £15.95

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Resin & Vac-formed Clear Plastic

Components: Resin 31, Clear 2

Decal Options: None

Manufacturer: Dujin

Obtain in UK via: Hannants



The Kit

This is exactly the same kit as Dujin's Doflug D.3802/3802A except for the rear fuselage decking and the canopy. So, everything I said about that kit (See Vol.10 Iss.12, page 1113) applies to this one and what follows are just some supplementary remarks.

Instructions

This time, there is only an A4 sheet.

The colour location drawings are confined to the port profile and a scrap plan of the canopy. This means that the camouflage and markings for the wings have to be a bit hypothetical.

Construction

Once again, the cannon barrels and pitot fell apart and were replaced by some rod stock.

Colour Options

There was only one D.3803, a prototype coded J-405. My white serial letters came from Modeldecal sheet 048A.

Engine development problems meant that this machine didn't get into the air until spring 1947. By that time, lots of surplus P-51Ds were available to the Swiss, so there were no more Doflugs. In the true spirit of 'waste not, want not', J-405 and the eleven pre-production D.3802As all served operationally with Fliegerstaffel

17, until 1956. I had a go at painting the unit's swooping hawk badge on the nose of my model.

Conclusion

That Dornier should have had an operation developing Morane-Saulnier designs, all through WWII, apparently completely unaffected by what was going on in the world around, is indeed an amazing aviation

story. A tribute to Swiss neutrality well worth documenting with these Dujin kits.

So, if your 'thing' is monoplane piston-engined fighters and you're a bit jaded with the usual round of subjects, why not do a Doflug?

My thanks to Dujin for the review sample.

Neil Pinchbeck



LTV A-7D 'Sluff'

Technical Data

Scale: 1/72nd

Kit No: 1237

Price: £5.99

Origin: Esci (Italy)

Panel Lines: Recessed ✓

Status: Reissue ✓

Type: Injection Moulded Plastic

Parts: Plastic 59 (Grey), Clear 3

Decal Options: 3

Manufacturer: Italeri S.p.A.

UK Importer: The Hobby Company Ltd



The Kit

You get a lot of plastic for your money inside the now customary Italeri style of box with no less than seven sprues of plastic, six grey and one clear.

The grey parts have engraved panel lines with a fair amount of flash, while the clear parts were supplied in their own little bag and were very clear indeed.

You also get one set of instructions and one decal sheet.

Instructions

The instructions are to Italeri's usual style, one sheet that folds out giving a brief multi-lingual description on the front with sprue layouts and instructions through to painting and decaling instructions at the end.

Paint references are given throughout at each stage with the

main key referring to both FS numbers and Model Master paints.

You can't really go wrong with Italeri's instructions, they are very clear and concise and leave you in no doubt where each part goes.

Construction

This begins as usual with the cockpit. I seem to start this part of the review the same way every time, which is because it is hard to word it any other way because 9 times out of 10 you do start with the cockpit, anyway, by the time you have finished stage one, the model is 90% completed.

The cockpit consists of cockpit tub, ejection seat, instrument panel and rear bulkhead. The instruments are all decals so the bulk of the cockpit was painted in Humbrol 128 with the ejection seat and various other bits picked out in matt black. Not a lot more to say really on the cockpit.

The tub was fitted to one half of

the fuselage, weight added and nose undercarriage bay fitted then the two fuselage halves were joined. The wings were assembled then fixed into position as were the tailplanes. Two missile rails were fixed into position on each side of the forward fuselage and that (apart from the exhaust nozzle, which would be fitted at the end) is the end of stage one.

Filler was required on the underside of the wings and the wing to fuselage joints, but that's all.

Stages 2, 3 & 4 all deal with the undercarriage but seeing as I never fit the undercarriage until all of the paintwork has been applied, these stages were skipped.

The remainder of the construction stages are to apply the various fuselage equipment bulges and antennae and the missiles and underwing fuel tanks and bombs.

The missiles were part assembled whilst still on the sprues as were the

underwing tanks, which makes it easier to spray them I feel as it is an easy task to touch the colour in after they have been separated from the sprues.

After stage 6 had been completed the only things left to do were the windscreens and canopy. They were masked off, the windscreens glued into position and the canopy temporarily fitted using Maskol.

Assembly as you can see is very quick and straightforward with no problems encountered along the way.

The whole model, and the sprues containing the undercarriage parts and the weapons, were then sprayed with Humbrol white acrylic and it was then ready for the application of the overall colour scheme.

Accuracy

Dimensions given in the World Aircraft Information Files give a span of 11.81m and a length of 14.06m for the A-7D Sluff. The model measures out at span 11.88m and length 14.06m, so it is bang on scale as far as I am concerned.

Colour Options

There are three in total.

- USAF 180th TFG, Ohio National Guard (my choice). Gunship Grey & Medium Grey camouflage pattern all over.
- USAF 355th TFS, TFW Myrtle Beach in 1972. Dark Tan, Green and Medium Green camouflage upper surfaces with white under surfaces.
- USAF 125th TFS, 138th TFG, Oklahoma ANG, Tulsa AFB, 1990. Gunship Grey and Dark Green



camouflage pattern all over.

My choice of the 180th TFG machine was purely due to the colourful tail markings (and the two-tone grey colour scheme of course).

The Medium Grey (Humbrol 145) was applied all over first followed by masking and spraying of the Gunship Grey (Humbrol 125 Satin US Dark Grey). The underwing tanks and bombs were sprayed Humbrol 155 Olive Drab with matt black bands applied to the missiles where shown on the instructions. The

undercarriage bays, legs and wheel centres were given a wash with a black/brown mix to dirty them up a bit and weathering was applied to the fuselage.

Decals

One sheet of very nicely printed decals by Zanchetti provides the basic markings for all three versions of the A-7. There is a lack of any other stencils on the decal sheet, which is a pity but does not detract from the quality of them.

They go on extremely well without

the need for setting solutions, have perfect registration and colour density which shows when applied over the two tone grey colour scheme.

Decal Rating = 10/10.

Conclusion

I have always liked the look of the A-7 and have not made one for quite a few years, in fact the last one I made was an early Airfix version. The Italeri kit is an improvement on this and makes up into a nice representation of the aircraft. It is a very easy kit to assemble with no

major difficulties encountered throughout the build, which makes it an ideal kit for anyone to build, regardless of skill level.

The addition of a resin cockpit set would enhance this kit and seeing as the price of this kit is very reasonable is well worth considering. Very highly recommended to all.

My appreciation and thanks go to The Hobby Company Limited for giving me the opportunity to review this kit.

Andy McCabe



(V.S.) Supermarine Seafire F.45

Technical Data

Scale: 1/72nd
Kit No: 122
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Decal Options: 2
Manufacturer: Czech Model Resin (CMR)
UK Importer: Hannants



Czech Master Review 1/72 Scale
No.122 Supermarine Seafire F.45

The Kit

A small disturbance reported in a Northern Town last month was subsequently traced to the arrival of an imported resin model aircraft kit on the doormat of a Mr G. Hatcher – a man not known at the best of times for his self-control, and one for whom the prospect of a review sample of a Griffon-engined Seafire kit was ultimately to prove too much. British naval aircraft are a delight and an obsession at the best of times, but Seafires with bumpy great noses are something special. All the more so for their scarcity in the modelling world.

The kit came in a sealed polythene bag with a very nice A5 colour side view of the aircraft inserted. The creamy resin parts were all exquisitely cast and were a delight to behold. A well-printed decal sheet allowed for two options, and there were two vac-formed canopies, the presence of which was the only downside of the experience. I hate vac-formed canopies. I would probably make a better job of open-heart surgery than I do with these inconvenient nuisances.

Instructions

No instructions were included with this review copy. This wasn't too much of a problem, as the Spitfire in all its forms is well documented, and it's not hard to work out where everything goes. One thing that was confusing was the inclusion of parts to make either a five-bladed propeller, or a six-bladed

contra-rotating job. Lacking guidance, I was obliged to model the option depicted in the artwork provided, as this seems to be a five-bladed version. Data on the Mk 45 is not easy to come by, unless you are prepared to fork out for specialised books. Fortunately I am blessed with a copy of Ray Sturtivant's *Squadrons of the Fleet Air Arm*, which was to prove useful, as was the recently published *On Target Profiles 5* which is an essential aid to anyone attempting to enter the confusing world of Seafire kit-bashing. From these sources, I was able to establish that the F.45 was purely a development aircraft, and operated only from land with eight

comprehensive enough for the canopy to be posed open without a lot of scratchbuilding, so the vac-formed piece needs to be cut to fit in the closed position, a task which I found completely impossible, as it didn't seem to fit the aperture in one piece. Cut into three and positioned open it would have been fine. In the end, I raided my spares box and used some Italeri bits, which passed muster. This problem of the interior is a matter of taste, and a seat and an instrument panel may be enough for some people, but at the price this kit is marketed at, I would have been prepared to expect more.



second-line training/trials squadrons. Not being destined for carrier hangars it did not have folding wings. As a non-operational type, the F.45 is probably not a 'must have' for many collections, and hence is unlikely to be kitted by anyone other than a limited-run manufacturer. Nevertheless, it is an attractive aircraft, and one that I am very happy to have sitting next to the Fireflies in my cabinet.

Construction

The first order of business was to prepare all the parts, and this proved fairly easy as the resin was nice to work with and cleaned up quickly. The quality of the castings went a long way towards helping this. Construction started with the cockpit, which is surprisingly sparse for a kit of this quality, and this led to my chief problem: the interior is not

That's enough whining about vac-form canopies. Lots of people do them with no problem, so I must accept full responsibility for my modelling shortcomings and can only add that the rest of the kit went together with no problems, tidied up nicely for painting, and is superb.

Colour Options

Two are provided on the decal sheet, but as I lacked a set of instructions, I am unable to tell you what they are. Both are in the sublimely attractive Extra Dark Sea Grey/Sky scheme from the 1950s, the only difference being that one option has a red spinner, and one has the smaller red spots in the roundels. Happily, the aircraft with the red spinner is featured in the *On Target Profile*. It is LA486 of No.771 NAS at Lee-on-Solent in 1950. The other option is LA438, coded 568, and bearing the tail

code LP, also for Lee-on-Solent. I opted for the aircraft with the red spinner, as I prefer to make models of aircraft with a definite history.

I used Xtracolor Sky for the undersides and Humbrol 123 for the topsides. I note with interest, comparing the finished model with other aircraft in my cabinet, that Xtracolor Sky is much darker than Humbrol 90, which is supposed to be the same colour.

Decals

The two decal options provide all the markings necessary for both aircraft, along with stencilling for one. They were of excellent quality and went on with no trouble at all.

Decal Rating = 10/10.

Accuracy

Given the lack of readily available information on the Seafire F.45 I am unable to comment on the accuracy of the model. I am obliged to assume that the manufacturers, having gone to the trouble of fitting a fairly obscure aircraft, would have made an effort to be accurate. This being said, the kit makes no provision for the tail bumper, which is depicted in the Profile book. Lacking the instructions I am unable to tell how much more information the manufacturers provide.

Conclusion

With the exception of the disappointing and intolerably wretched presence of vac-formed canopies, this was an easy and attractive kit to build. The package is nicely presented and the mouldings very good. It went together as easily as any injection moulded kit. Apart from the sparse interior, everything is included, and I would recommend this kit to anyone prepared to deal with the mediums used.

My thanks to CzechMaster Resin for the review sample.

Gary Hatcher

Note: It would seem that Gary's sample was missing the instructions. Although we have not seen those for this kit there is no reason to assume that they are not up to the usual high standard produced by CMR in their other kits - Ed

Fokker S.14 Mach Trainer

Technical Data

Scale: 1/72nd
Kit No: 48
Price: £TBA
Panel Lines: Recessed ✓
Status: Reissue with decals ✓
Type: Resin & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: CzechMaster Resin (CMR)
UK Importer: Check Hannants for price and availability



Czech Master Resin 1/72 Scale
No.48 Fokker S.14 Mach Trainer

The Kit

This kit comes in a clear poly bag inside which the parts are in other poly bags which are heat-sealed to separate them. Inside these you get 36 resin parts and two vac-formed canopies. Two sheets of instructions, one decal sheet and a colour card with a photo of the aircraft complete the package.

understand throughout and presented no problems during build.

Construction

Now you could begin with the cockpit if you wished but it would be a hit and miss affair. The reason being that the cockpit floor and rear bulkhead are two separate parts and there is no reference on the floor as to where the bulkhead should fit or at what angle, so I glued the two fuselage halves together first, after cleaning them up of course. There was a mismatch in the sizes of each of the fuselage lower halves which needed to be sanded flush before proceeding, which was performed outside because it was a messy job. The fuselage floor was then dry-fitted into the cockpit area and the bulkhead placed in position. There are four tabs moulded into the fuselage halves that the bulkhead sits on so once this was in position it was tacked into place with superglue then the bulkhead/floor assembly was removed and the joint fixed properly. Weight is required in the nose area to prevent a tail sitter so this was added

with the instrument panel and control yokes were glued into position. After fitting the instrument panel it was noted that there is a gap between it and the forward edge of the cockpit opening, this was plugged with a combination of plasticard and filler then faired over and painted matt black.

The tailplanes, tail fin and wings are all solid resin parts that simply butt join to the fuselage with the aid of moulded recesses and tabs. The engine intake and splitter are again just butt joined to the fuselage then sanded flush. There are three airbrakes that can be modelled deployed if required, but I chose to model them closed.

The next stage is probably the trickiest, this being the vac-formed canopy. Those who are accustomed to these will know what I mean. The canopy has to be trimmed from the sheet it is on, very carefully, which is probably why you get two! With it trimmed from the sheet it was gradually sanded to shape, masked off and fitted using Micro Kristal Klear. Normally I would display the

Accuracy

OK this one has beat me. I can find no dimensions for this plane in any of the references I have or on the net so accuracy is as follows:

It looks like a Fokker S.14 Mach Trainer to me!

Colour Options

Five different decal options are provided although the overall colour scheme is the same albeit with a few minor variations in the position of the Dayglo Orange bands.

The bulk of the airframe is natural metal overall with Dayglo Orange nose flash and wing and fuselage bands and a matt black anti-dazzle panel on the upper nose. All the colour schemes are for the Royal Netherlands Air Force S.14s with minor dayglo position variations as mentioned.

Alclad II Polished Aluminium was sprayed over a gloss black base then Humbrol 209 Fire Orange used for the Dayglo bands. Now I should have realised that the orange would not give the right finish over the silver and required a white base first, so what orange had been sprayed had to be wiped off then white was sprayed on in its place, then the orange oversprayed onto this, so now you know.

With only the anti-dazzle panel to be done the painting was now complete.

Decals

One small sheet with the relevant roundels and unit markings along with a few stencils is supplied with the kit.

Each decal required trimming from the backing sheet as close to the decal as possible as there is no carrier film.

They went on well although they are a touch brittle and the white on the roundels shows the colour underneath as they are quite thin. Decal Rating = 10/10.

Conclusion

A change from the norm is the best way to describe this kit. Very simple to build and nicely detailed it would make a nice first time kit for anyone wishing to branch out into this side of the hobby.

No major problems were encountered during the build with any of the parts which means that I can highly recommend this kit to all those who are looking to branch out, have a go, it's worth it.

My appreciation and thanks go to CzechMaster Resin for giving me the opportunity to review this kit.

Andy McCabe

All of the resin parts are crisply moulded with finely engraved panel lines and two very nicely moulded ejection seats. The vac-formed canopies are nicely done and are very clear. First impressions are of a well thought out and manufactured kit.

Instructions

The instructions are laid out on two separate A4 black and white sheets. Sheet 1 gives you exploded assembly instructions and colour references on one side with the remaining sides giving colour schematics for different Royal Netherlands Air Force S.14s. They are clear and easy to

along with a bit more just aft of where the rear bulkhead would be, just in case.

With this done the floor/bulkhead assembly was refitted and glued into position. FS 24373 blue/green is given as the general cockpit colour. I only found one reference to this, that being for a Japanese Air Force machine, so I used the closest colour I had which was Humbrol matt 31 (Slate Grey). This is probably nothing like it should be, artistic license I think they call it!

Those very nice ejection seats were painted up after finding details of them on the web and these along

model with the canopy open so why I decided not to on this occasion baffles me!

The model was now ready for spraying, but first I gave it a light rub over with 1200 wet and dry to key the surface. Halfords Grey Acrylic Primer was then applied all over and any pinholes were filled.

That is it as far as the construction goes, as the undercarriage would be fitted after the painting has been done. There is also a gun pod that could be fitted to the underside of the fuselage if required, but my reference photographs did not show it so I left it off.

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AC2183	1:48 F-86 SABRE MIG KILLER	14.99 NOW 1									

Revell Boeing 767-300 ER

Technical Data

Scale: 1/144th
Kit No: 04216
Price: £14.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Decal Options: 6 (2x Gulf Traveller & 4x SAS)
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

A typical Revell offering. Largish open ended box, adorned with a fetching print of the 767. Inside two plastic bags! Don't get excited now. The smaller bag does not contain a transparency sprue (to protect the clear part) but rather the engine for this particular version of the 767. The much larger bag contains six sprues; five white and one small cockpit transparency. The moulded parts are thin, crisp, and with engraved panel lines. There is a tiny amount of flash here and there (the kit was engineered in 1992) and apart from the undercarriage no prominent ejector pin marks. Unfortunately sink marks, around locating pins, do mar the fuselage.

Instructions

These are printed on the standard recycled paper, with the multi-symbol exploded step-by-step construction sequence, which only one trained in hieroglyphics can understand first time. Colour callouts are in Revell paint range, with their tortuous mixing formulae. Capping all this is a wonderful decal sheet, designed by Daco.

Construction

The omens were good: tea leaves in the shape of a 767; an early cuckoo call; chicken bones lying well; my partner not getting her hands on the kit and tearing the tailplane by pulling it off the sprue like she did with the 737. I more or less abandoned the instructions, and took off building everything as sub-assemblies.

There is not much I can say about the construction, as it all went so smoothly. You need to be careful when gluing the fuselage halves together. There are a small number of locating pins, and the thin plastic coupled with the long fuselage will easily cause the mating surfaces to misalign. Strangely, an engraved panel line running down the length of the fuselage was offset from the centre. Odd, I would have thought it would run down the fuselage centreline.

I will comment on the plastic. It had a strange consistency, which

caused major grief when re-scribing panel lines. The plastic didn't cut or score to produce a smooth line. No, it was highly granular, and the scribing tool more or less tore its way through the plastic, producing a ragged line! Most peculiar.

The nose wheel well is made up of five pieces, thus you can dry brush the excellent detailing within. Only you can't see much when the substantial undercarriage is glued in place.

Fit of the wings to the fuselage is absolutely extraordinary. I've never encountered such a tight fit. The only area needing attention was the leading edge where it joins the fuselage. My only concern is the depth of the panel lines to define the leading edge flaps. We are talking heroic trenches,

that Gunze Cobalt is a fairly good match. I decided to mix up my own from the Citadel range of paints; and there I was scoffing at Revell's concoctions. Starting with Enchanted blue, I added drops of Regal Blue and purple ink until I achieved roughly the correct colour. I couldn't get an exact match, so decided to trim the blue out of the needle-shaped decals which run along the sides of the fuselage, and then mask and spray the blue. This all worked a treat. Then I discovered that a coat of Future/Klear caused my concoction to take on the exact shade of blue on the decals! Also, Future/Klear caused the Citadel ink to dissolve out of the paint surface and bleed all over the aircraft: beware.



reminiscent of the Matchbox trencher. The fit of the tailplanes was most excellent, as was the cockpit transparency.

You get two different types of engine, but perversely you do not use the one that is packaged separately. They are fairly basic and simplified, if competently moulded. There is no actual jet part in the interior. You won't notice this unless you go looking. The inner seam lines on the fan intakes were surprisingly easy to sand away. Whilst they capture the look of the original, I think there are some details amiss, especially with the bottom of the engines, where a spine appears to be missing. However the fit of the pylons to the underside of the wings was a joy.

And that dear reader is it. The whole aircraft virtually snaps together. Detail is adequate, if crisply moulded, with little sign of sink or ejector pin marks, apart from on the usual places e.g. undercarriage and the aforementioned fuselage.

Colour Options

Two are provided, an SAS aircraft and the spectacular blue and gold Gulf Traveller. I reckon virtually everyone will go for the latter scheme. Getting a colour match for the blue would engage one in a lot of fun and games. Unlike military subjects there tends not to be any specification (e.g. FS numbers) for civilian types. You could try the colour suggested from the Revell range. I have read somewhere

trimming to fit. Finally, the windows have decals to cover them and provide a silver relief round their edges. However (are you ready for this, dear reader) the ends of the individual pieces do not have enough carrier film! In fact they have virtually no carrier film. The upshot of this is that the ends cannot get a purchase on the fuselage, and so tend to sink into the window. Further, the Gulf Traveller has two windows filled in. The requisite areas are catered for by white blanks on the decals. Personally I would have preferred to have filled these windows in with filler. Oh, well, teaches me to look at the instruction sheet in future. Finally, I have not found one photo showing the two blade aerials (one on the top and one on the bottom) as having red stripes. Only in one photo is there a hint that it might have stripes. Decal Rating = 7/10.

Accuracy

Well let's start with the old measurements as gleaned from the Boeing site. Span 47.6m and length 54.9m, yields 330.55mm scale span, and 381.25 mm. Compared against 300mm and 376mm of the kit. As to accuracy: I'm afraid dear reader I take the view that provided there is nothing glaringly wrong with the aircraft then its accurate enough. Looking at pictures contained on the Boeing website, I can say it looks like a 767-300ER.

Conclusion

I would recommend this kit to beginner and experienced alike. Although the decals for the Gulf Traveller scheme look daunting, they are actually quite easy to apply; except if, like me, you go cutting out long thin slivers, and then put them on the wrong sides of the fuselage. Fit of parts is excellent, with no gotchas. Purists might want to replace or correct the engines, and perhaps other details e.g. aerials, pitot tubes, decent landing lights (these are represented by decals), and other miscellaneous bumps.

My thanks to Revell AG (UK Branch) for the review sample.

Angus McDonald



Available in February 2005



DH-2

1/48 scale

UK SOURCES: H.G.HANNANTS LTD - Harbour Road, Oulton Broad, Lowestoft, Suffolk NR32 3LZ / LSA MODELS - 151 Sackville Road, Hove, East Sussex BN3 3HD

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 EX008 P-47D-20 T/bolt (tam) £2.25
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 32525 Fw 190A-5 int (has) £13.95

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A7061 Ki-45 Cockpit (has)	£7.50		

Accessories

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Aires

A big bunch of new items this month from Aires, so let's get on with reviewing them.

1/72nd Scale

Subject: Kawasaki Ki-45 Toryu Cockpit Set

Scale: 1/72nd

Product No: 7061

Type: Accessory

Parts: Resin 30, Etched 29, Acetate 2

Designed for: Hasegawa kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Exhaust Nozzles

Scale: 1/72nd

Product No: 7111

Type: Accessory

Parts: Resin 4, Etched 1

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Wheel Bay

Scale: 1/72nd

Product No: 7112

Type: Accessory

Parts: Resin 11

Designed for: Academy kit

Price: £TBA

Subject: McD D F-15E Strike Eagle Exhaust Nozzles

Scale: 1/72nd

Product No: 7113

Type: Accessory

Parts: Resin 38, Etched 2

Designed for: Hasegawa kit

Price: £TBA

Subject: LTV F-8E Crusader Exhaust Nozzles

Scale: 1/72nd

Product No: 7111

Type: Accessory

Parts: Resin 38, Etched 2

Designed for: Hasegawa kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 30, Etched 29, Acetate 2

Designed for: Hasegawa kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Exhaust Nozzles

Scale: 1/72nd

Product No: 7111

Type: Accessory

Parts: Resin 4, Etched 1

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Exhaust Nozzles

Scale: 1/72nd

Product No: 7111

Type: Accessory

Parts: Resin 4, Etched 1

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

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Subject: LTV F-8E Crusader Cockpit Set

Scale: 1/72nd

Product No: 7110

Type: Accessory

Parts: Resin 11, Etched 18

Designed for: Academy kit

Price: £TBA

Subject: LTV F-8E Crusader Cockpit Set

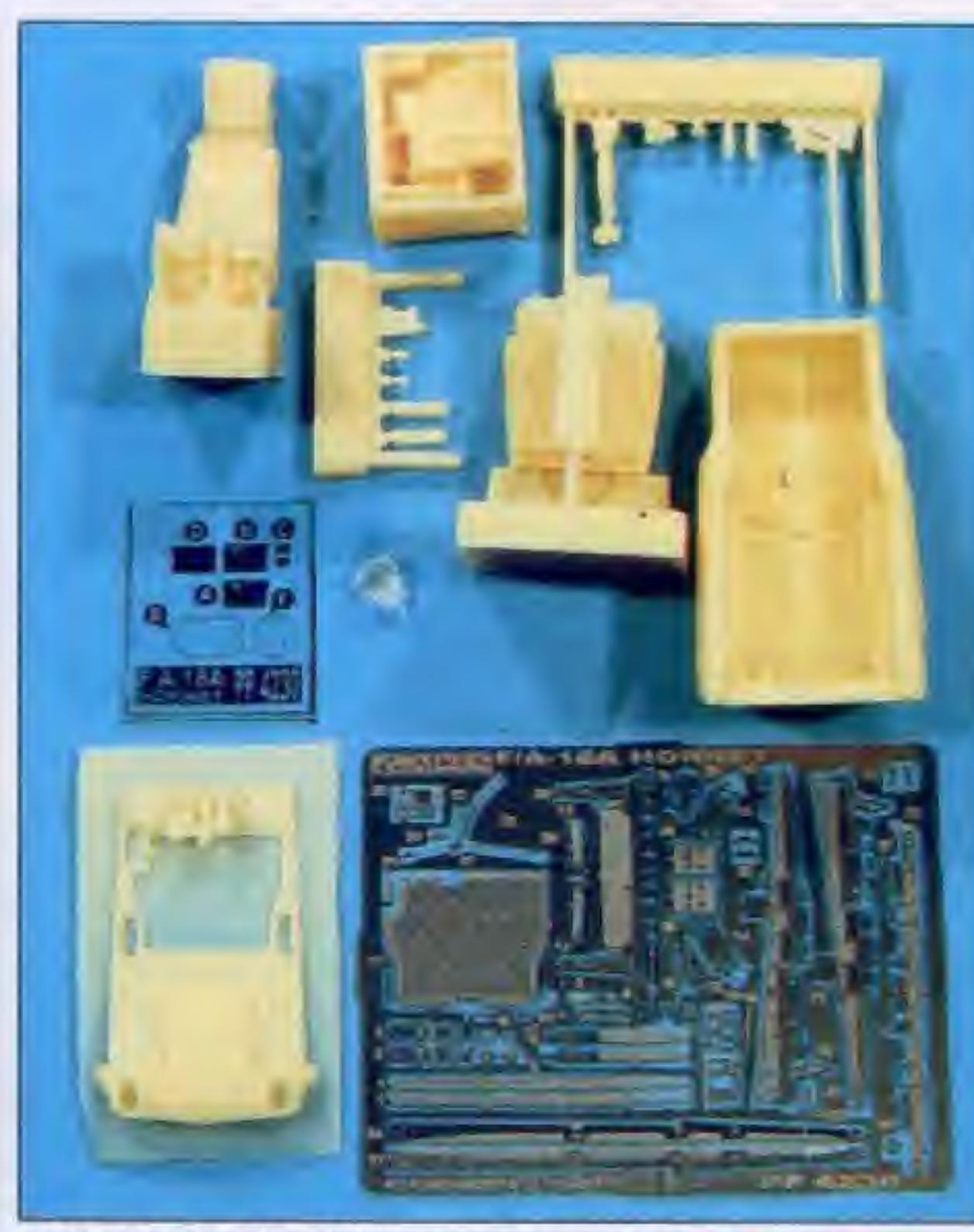
Scale: 1/72nd

Product No: 7110

Type: Accessory</p



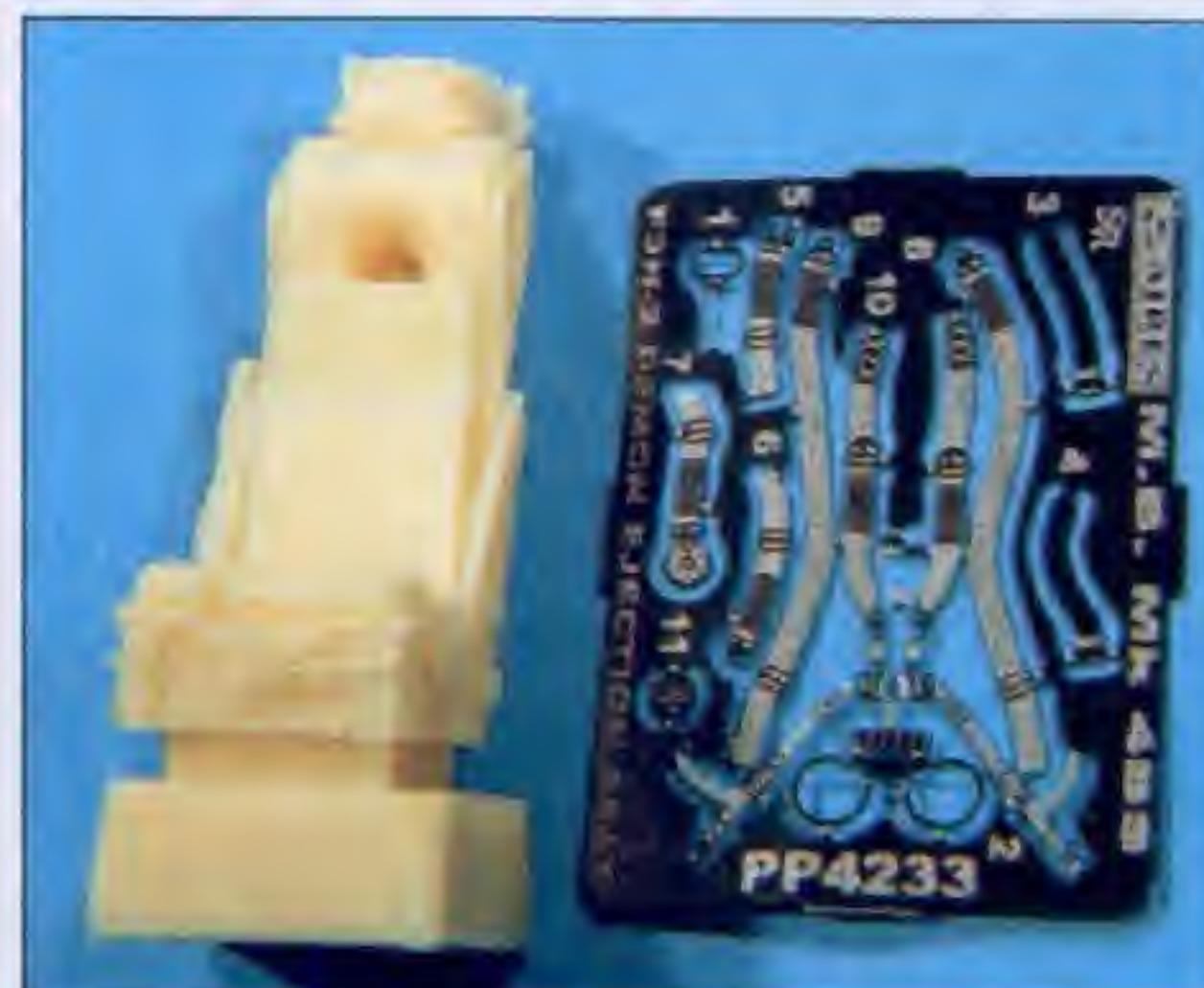
4229 - McDonnell F3H-2 Electronics Bay (Grand Phoenix)



4230 - McDD F/A-18A Hornet Cockpit Set (Hasegawa)



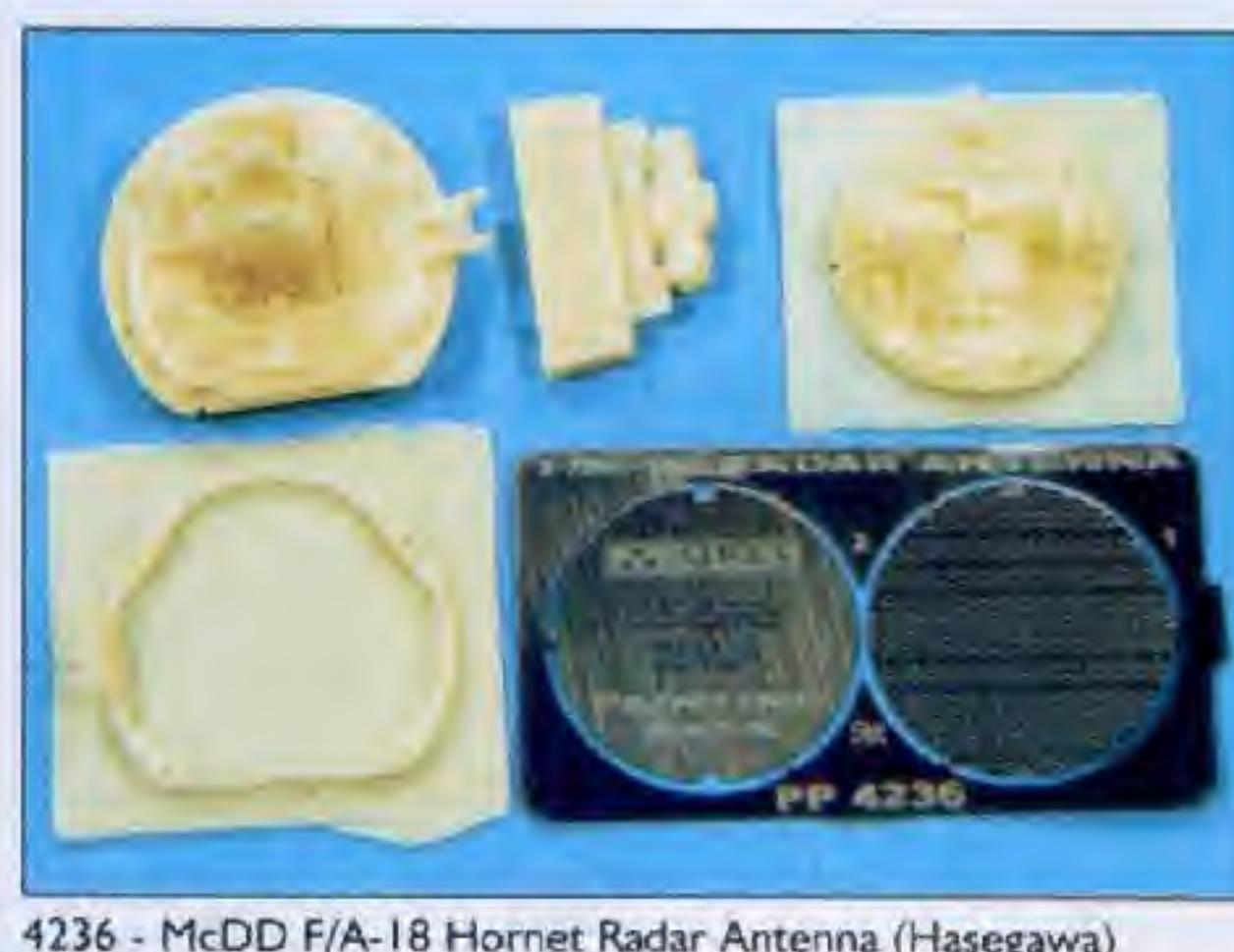
4231 - McDD RF-4B/C Phantom Electronics Bay (Hasegawa)



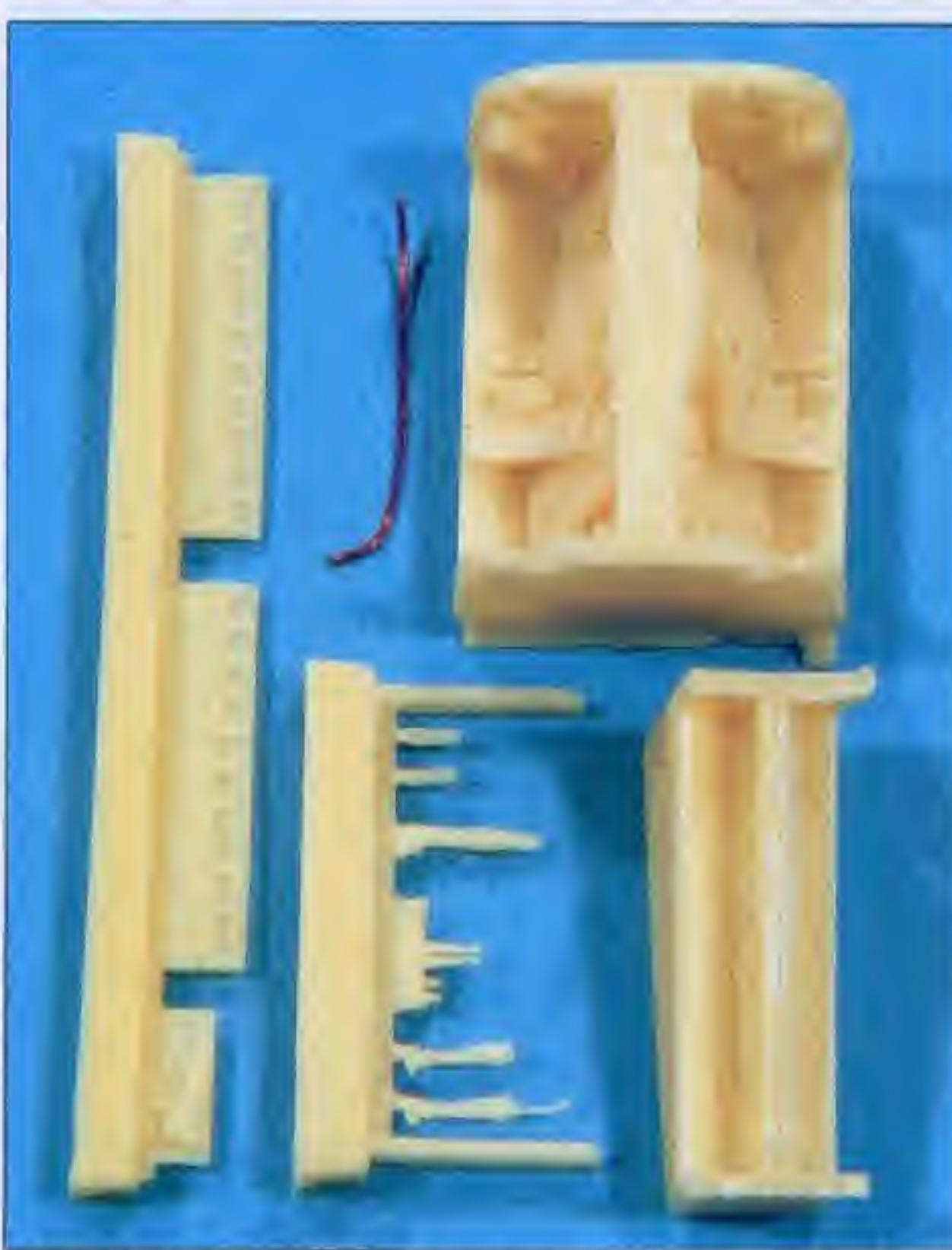
4233 - Martin-Baker Mk 4BS Ejection Seat



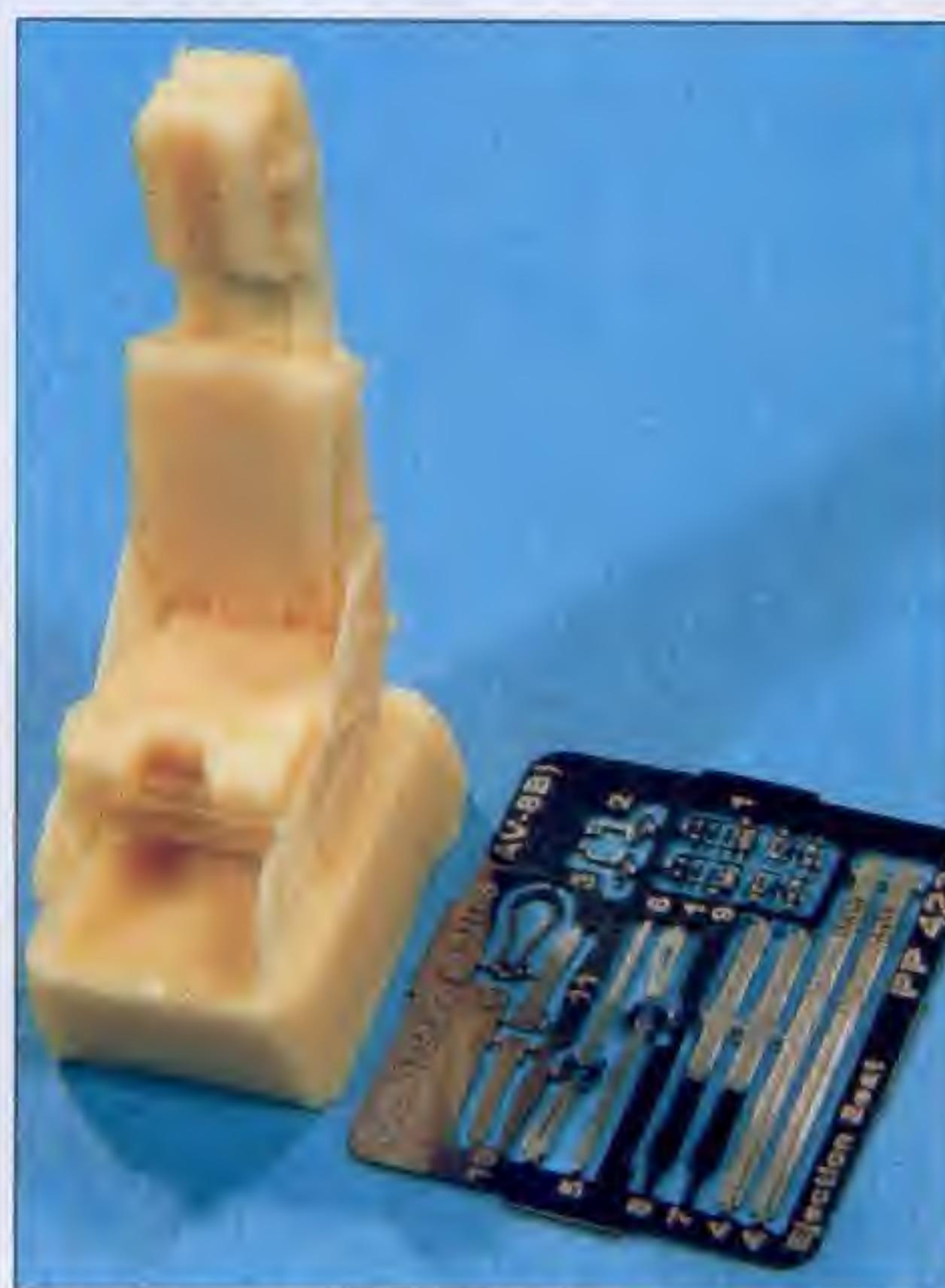
2025 - Focke-Wulf Fw 190D-9 Gun Bay (Hasegawa)



4236 - McDD F/A-18 Hornet Radar Antenna (Hasegawa)



7112 - LTV F-8E Crusader Wheel Bay (Academy)



4234 - McDD AV-8B S-III-S Ejection Seat (Hasegawa)

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1:39 Scale

Wright Flyer

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04576



1:28 Scale

Fokker Dr. 1 'Richthoffen'

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04744



1:32 Scale

Spitfire Mk. I/II

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04715

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Airwaves

With the acquisition of this range by Hannants earlier this year a number of new items have been produced and two of the latest have been passed to us for review.

1/72nd Scale

Subject: Concorde Weighted Wheels

Scale: 1/72nd

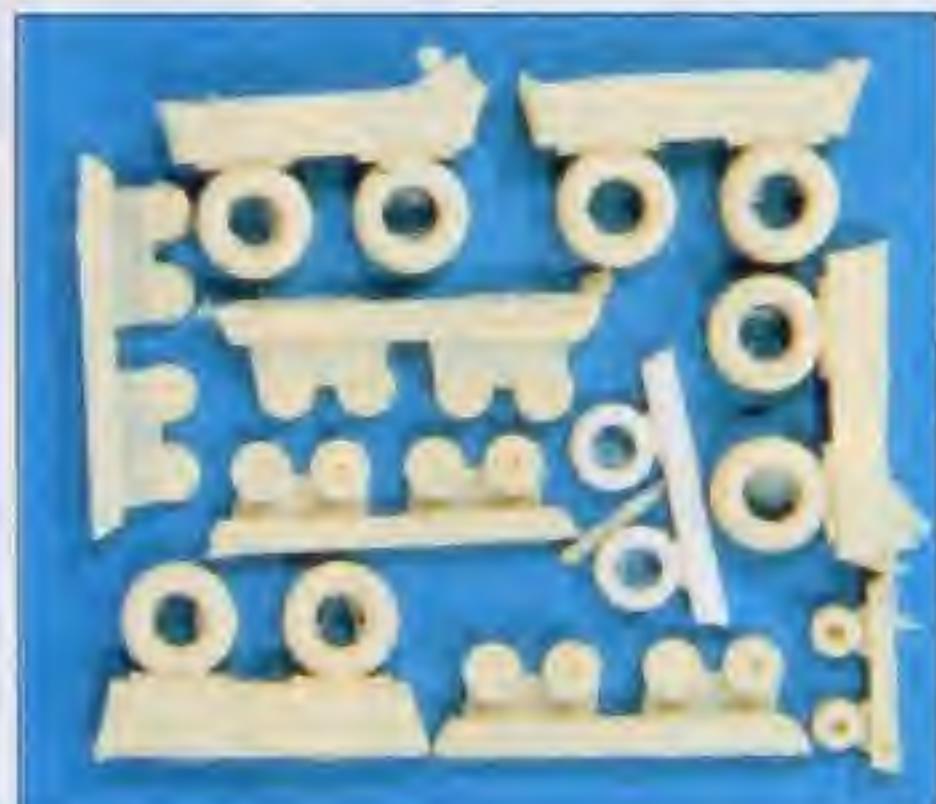
Product No: AES72150

Type: Accessory

Parts: Resin 28

Designed for: Heller & Airfix kits

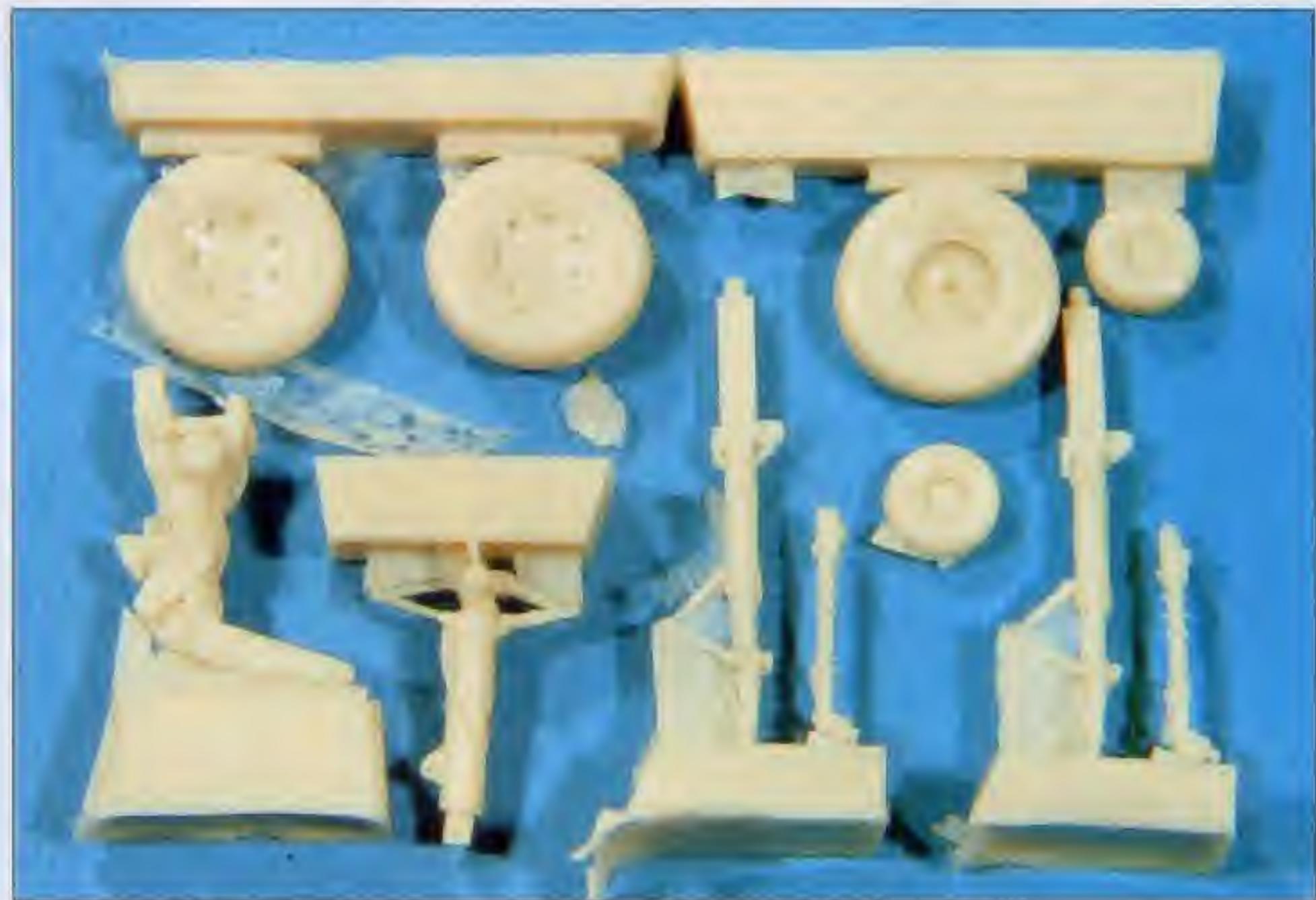
Price: £3.99



AES72150 Concorde Weighted Wheels (Heller & Airfix)

Comments and Conclusion

Both of these sets are designed to replace the parts in each kit. The Concorde set replaces the rubber tyres in the kit, thus allowing you to paint them as per the kit's instructions. The Harrier set can be used on the GR.7 (#PT36) or AV-8B (#PT28) kits and includes both wheels and undercarriage units. The latter parts are nicely detailed with brake lines etc



AES48125 BAe/McDD AV-8/GR Mk 7 Harrier Undercarriage Set (Hasegawa)

and are offered as direct replacements for the parts in either kit.

The quality of moulding and reasonable retail price make them well

worth investing in and can be highly recommended to all.

Our thanks to Hannants for the review samples.

Aeroclub

A couple of new items were released by Aeroclub at the IPMS Nationals, and samples of each have been passed directly to us for review.

1/48th Scale

Subject: Martin-Baker Mk 2

Ejection Seat

Scale: 1/48th

Product No: EJ423

Type: Accessory

Parts: Resin 1

Suitable for: Attacker, Wyvern, Meteor F8/FR.9/PR.10, single-seat Venom, Swift, Sea Hawk and Hunter

Price: £TBA

Subject: V.S. Seafire F/FR Mk 17

Scale: 1/48th

Product No: TBA

Type: Conversion

Donor Kit: Airfix (Seafire IIIc), Hobbycraft (Seafire Mk XV) or Hasegawa (Spitfire Mk IXc)

Parts: Limited Run Injection Moulded Plastic 25, White-Metal 29, Vac-formed Clear Plastic 2

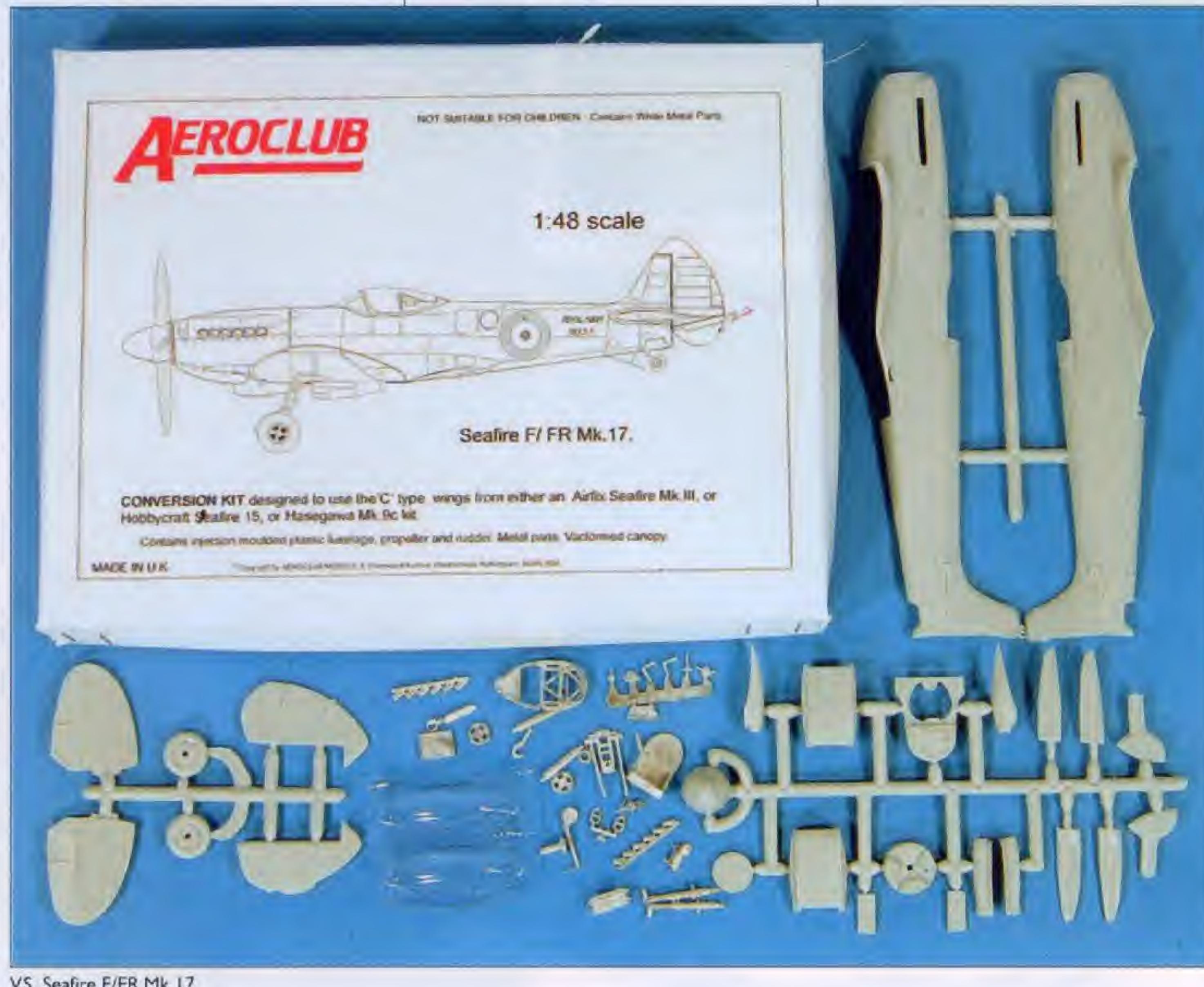
Price: £TBA

Comments & Conclusions

We all know Aeroclub for their superb white-metal accessories and ejection seats, well their move to resin just goes to show what can be done in this medium, quite simply, superb!

The Seafire conversion is excellent and being plastic will be very easy to use. With all the detail parts in metal and two clear vac-formed canopies it makes for an impressive set and having seen it built up at the Nationals it is very nice indeed. On top of all that, if you opt to use the C wing parts from the donor Airfix Seafire IIIc kit, you still have all the parts to make a Spitfire Mk Vb. All you need do then is reprofile the top of the nose and drop the engine thrust line by 1mm.

Our thanks to Aeroclub for the review samples.



V.S. Seafire F/FR Mk 17



EJ423 Martin-Baker Mk 2 Ejection Seat

A & V Models

Although the item reviewed below could be considered as a kit, we have chosen to review it here as an accessory.

1/72nd Scale

Subject: Fieseler Fi 103 SG5041 Towed Fuel Tank

Scale: 1/72nd

Product No: AV 127

Type: Accessory

Parts: Resin 17

Designed for: See text

Price: £13.85

Comments & Conclusions

The above set is in fact a complete modified Fi 103 flying bomb made up to be a fuel tank that could be towed and jettisoned by such aircraft as the Me 262. The main body is a single piece, with the wings, tail, parachute canister, wheels and towing arm all as separate parts. Although an exploded-view assembly diagram is included, none of the parts are numbered, so identifying the smaller ones could be a



AV 127 - Fieseler Fi 103 SG5041 Towed Fuel Tank

problem. You will have to shorten and reprofile the lower section of the rudder on the Me 262 kit, and some surgery and installation will be required to get the resin tow eyelet in place, but overall the product should look quite good. Hasegawa of course already did a similar item with their Me 262 a few years back, but that was a very limited edition which has been long out of production.

Our thanks to A & V Models for the review sample. UK modellers can obtain this range from Hannants.

Italeri

A new set of figures from this manufacturer has been sent to us for review by their UK importer.

1/72nd Scale

Subject: NATO Pilots & Ground Crew

Scale: 1/72nd

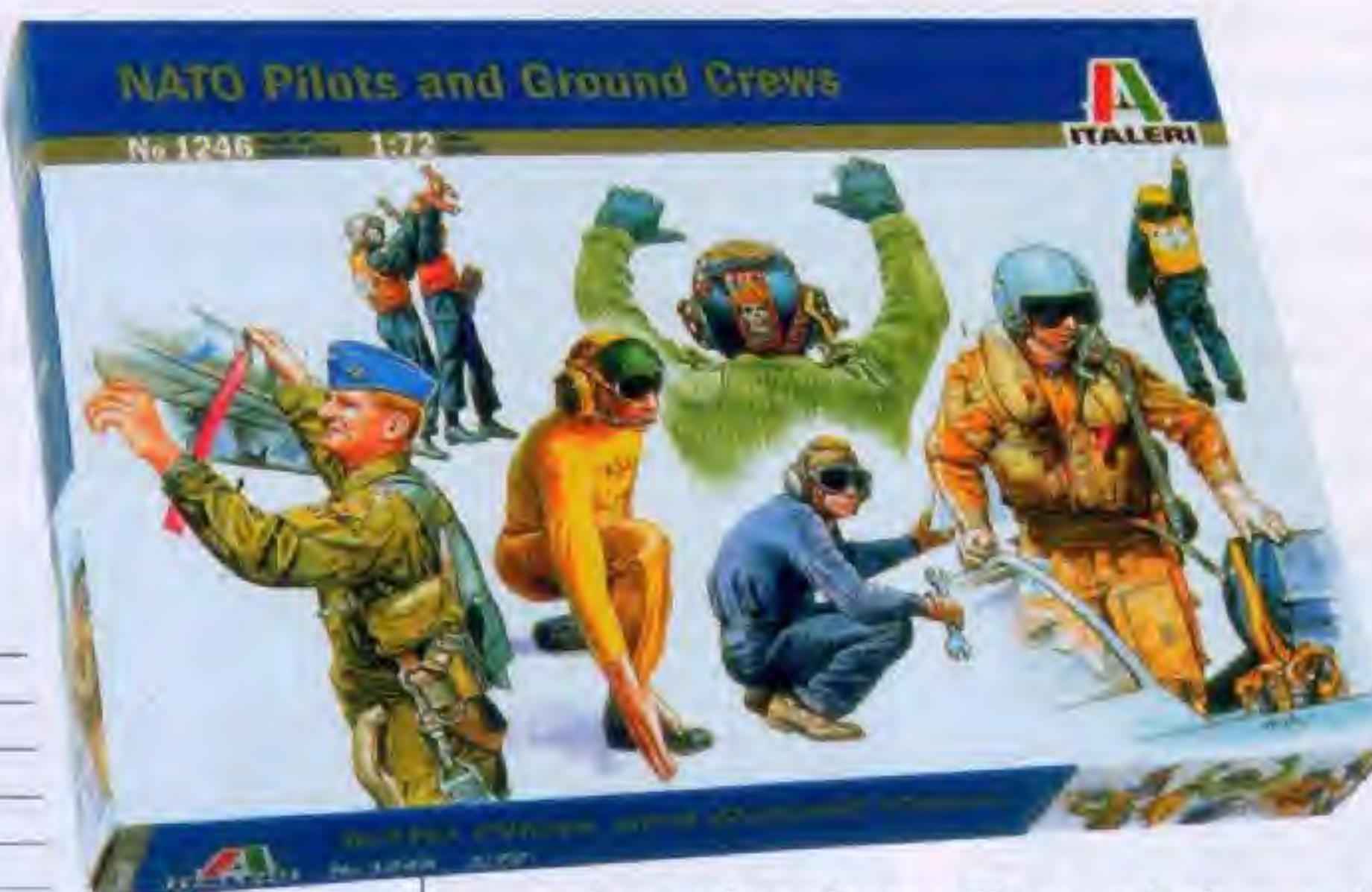
Product No: 1246

Type: Figures

Parts: Polythene 45

Designed for: N/A

Price: £3.99



Comments and Conclusion

I suspect that these figures are in fact from the Esci moulds, as Italeri seem to be issuing many of the old Esci products of late. This set offers forty-five figures

in a variety of poses. There are both ground and flight crews. The moulding is good, but there is some flash and shrinkage on most of them. Overall detail and facial expressions are very good, so careful cleaning up and painting will make them very passable.

Figures purely for aviation related subjects are few and far between so it is good to see this set back once again. It can be recommended to all.

Our thanks to The Hobby Company Ltd for the review sample.



1246 NATO Pilots & Ground Crew



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1:72 Scale **Messerschmitt Me 262 A-1a**

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04166



1:48 Scale **F-102 Delta Dagger**

The world's first operational aircraft with integrated weapons system.

04586



1:72 Scale **BAe Harrier GR 5**

The world's first family of vertical take-off jet fighters.

04349

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Decals

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

AeroMaster

Following on from the previous selection we covered a few months back, here are some more new sheets from AeroMaster.

1/72nd Scale

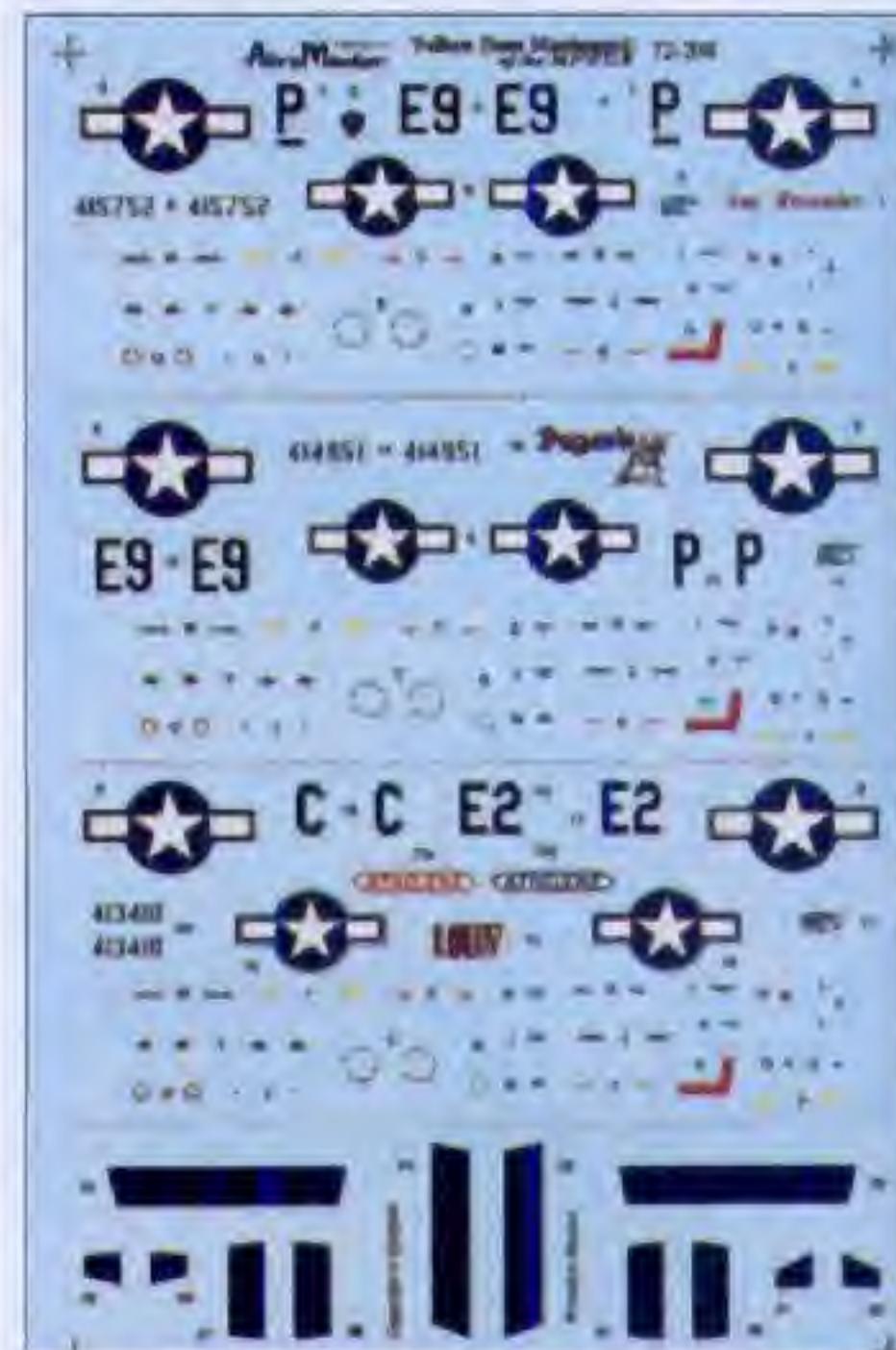
72-208 - Yellow Nose Mustangs of the 361st FG Part II

- P-51D, S/No. 44-15752, 'Gay Crusader', flown by Lt Homer G. Power.
- P-51D, S/No. 44-14951, 'Pegasus', flown by Capt. Walter J. Kozicki.
- P-51D, S/No. 44-13410, 'Lou IV', flown by J.J. Christian.

This sheet includes all the unique and national insignia for each option plus three sets of stencils and one set of stripes.

72-209 - Yellow Nose Mustangs of the 361st FG Part III

- P-51D, S/No. 44-72940, 'Death's Angel', flown by Lt Harry Chapman.



72-208 Yellow Nose Mustangs of the 361st FG Part II

- P-51B-15-NA, S/No. 42-106875, 'Queen Jean', flown by Capt. William J. Shackelford
- P-51D, S/No. 44-14164, 'Detroit Miss', flown by 1st Lt. Urban Drew.

This sheet includes all the unique and national insignia for each option plus three sets of stencils and one set of stripes.

1/48th Scale

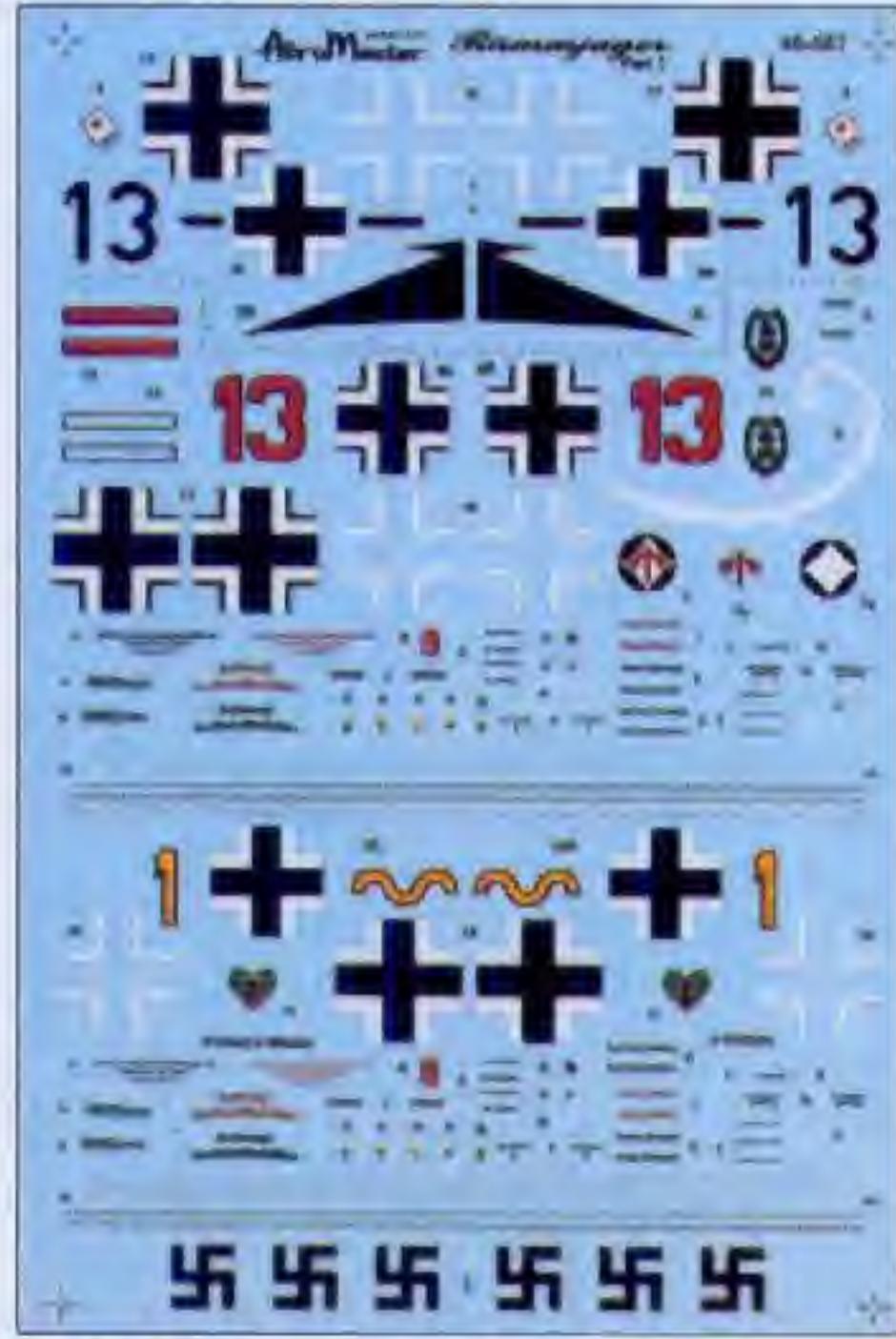
48-686 - Rämmjager Part I

- Fw 190A-8/R8, 'Yellow 12' flown by Uffz Paul Lixfeld of 6/II/JG300 in November 1944.
- Fw 190A-8, 'Blue 13' flown by Oblt. Walter Dahl of Stab/JG300 from Jutborg, Germany in June 1944.
- Fw 190A-7, W/Nr. 642527, 'White 9', flown by Ofw. Adolf Glunz based at Cambrai-Epinoy, France in late 1944.

The sheets contains enough national insignia for all three options plus two sets of stencils.



72-209 Yellow Nose Mustangs of the 361st FG Part III



48-686 Rämmjager Part I

48-687 - Rämmjager Part 2

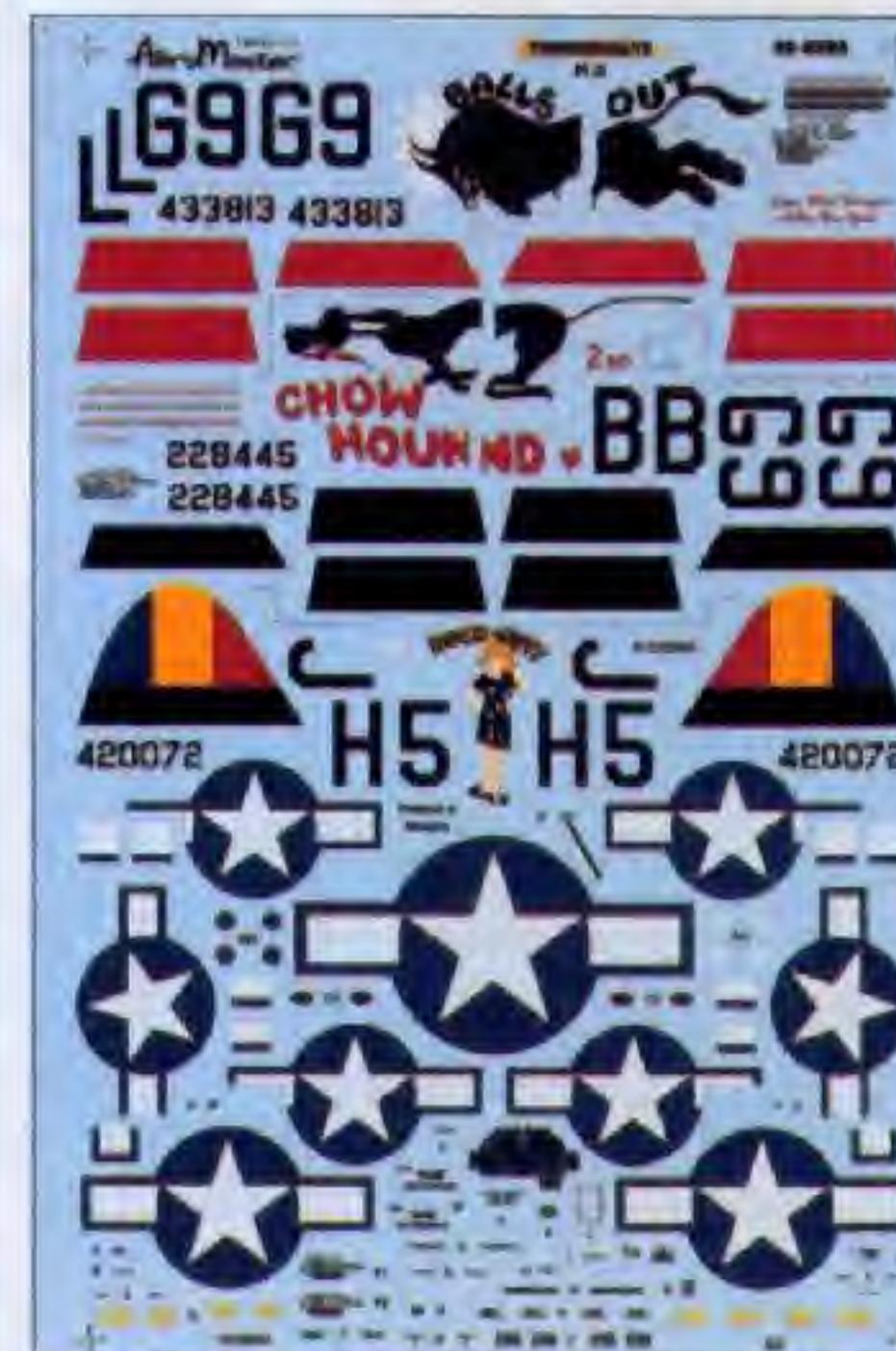
- Fw 190A-8, 'Black 13' flown by Oblt. Josef Priller of Stab/JG26 based in France on D-Day, 6th June 1944.
- Fw 190A-7, 'Red 13' flown by Major Heinz Bär of Stab 11./JG 1 based in Germany in April/May 1944.
- Fw 190A-8, 'Yellow 1', flown by Hptm Rudolf Klemm of 15./JG54.

The sheets contains enough national insignia for all three options plus two sets of stencils.

48-688 - Thunderbolts Pt.II

- P-47D-30-RA, 44-33813, 'Balls Out', flown by Lt Milt Thompson of the 5090th FS, 405th FG.
- P-47D-28-RA, 42-28445, 'Chowhound', flown by Capt. Robert Blackburn of the 509th FS, 405th FG.
- P-47D-30-RA, 42-20072, 'Duck-Butt', flown by Lt Arthur C. Witters of the 392nd FS, 367th FG.

The sheet offers all the unique



48-688 Thunderbolts Pt.II



markings for each option, nine national insignia and one set of stencils.

48-689 - Thunderbolts Pt.III

- P-47D-28-RA, 42-28445, 'Chowhound', flown by Capt. Robert 'Blackie' Blackburn of the 509th FS, 405th FG.
- P-47D-28-RA, 42-28354, 'The Mole', flown by Lt Michael Titre of the 509th FS, 405th FG.
- P-47D-30-RA, 44-32773, 'Big Ass Bird II', flown by Capt Howard Parks of the 513th FS, 406th FG.

The sheet offers nine national insignia and one set of stencils in addition to all the unique markings for each option.

48-690 - Best Sellers, Marauding Mitchells Pt.III

- B-25D-1, 41-20089, 'The Gay Mare' of the 501st BS.



48-689 Thunderbolts Pt.III



48-691 Best Sellers, Marauding Mitchells Pt.IV

- B-25D, 41-30058, 'Lucky Bat' of the 499th BS.
- B-25D-15, 41-30517 that was the personal aircraft of Col. J.V. Crabb the CO of the 345th BS.

This sheet include enough national insignia to do all three options, but there are no stencils other than those for the propeller.

48-691 - Best Sellers, Marauding Mitchells Pt.IV

- B-25D-1, 41-20051, 'Boom Boom' of the 500th BS.
- B-25D-1, 41-30669, 'Tondelayo' of the 500th BS, 345th BG based at Nadzab in June 1944.

This sheet include enough national insignia to do both options, but there are no stencils other than those for the propellers. Please note that this sheet includes blue overlays for the national insignia that will 'fade' them if applied over the top of the initial markings.

48-692 - Yellow Nose Mustangs of the 361st F.G. Part IV

- P-51D, 44-13704, 'Ferocious Frankie', flown by Lt Col. W.C. Hopkins.
- P-51D, 44-13626, 'Sweet Thing II', flown by an unknown pilot of the 374th FS.
- P-51D, 44-13926 flown by Urban Drew in July 1944.
- P-51B, 42-106839, 'Bald Eagle', flown by Lt Robert Eckfeldt in the Autumn of 1944.

This sheet includes all the unique and national insignia for each option plus two sets of stencils and one set of stripes.

48-695 - Rammjager Part 3

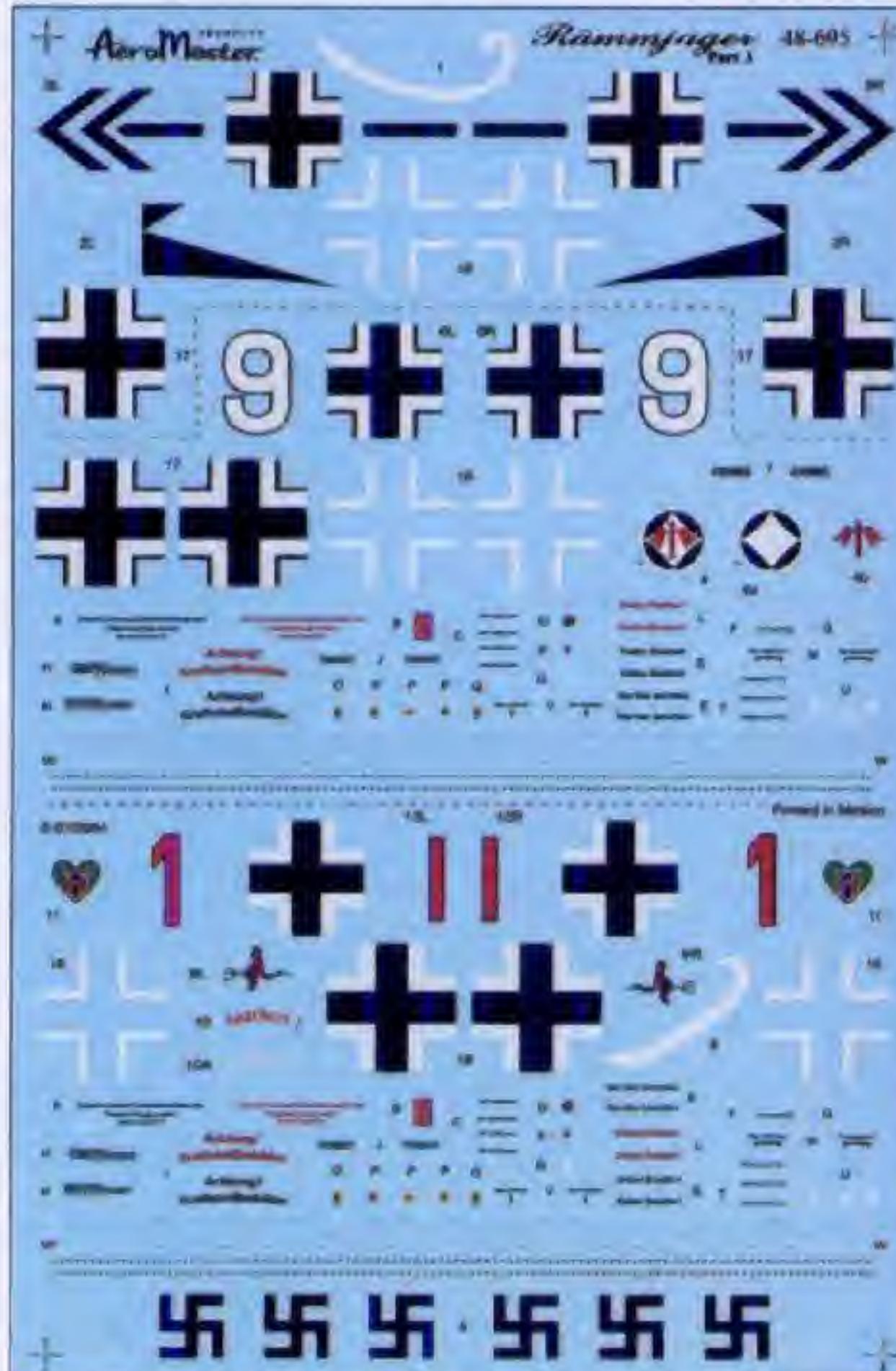
- Fw 190A-8 'Black <<', flown by Major Kurt Bühligen of Stab./JG2 based in France in June 1944.
- Fw 190A-7, W/Nr. 430965, 'White 9', flown by Hptm. Gruslawski of I./JG1 based at Dortmund, Germany in January 1945.
- Fw 190A-8, 'Red 1', flown by Lt Hans Dortemann of 2./JG54 based in France in June 1944.

The sheets contains enough national insignia for all three options plus two sets of stencils.

1/32nd Scale

32-019 - After the Battle, Post-Battle of Britain Mk II and V Spitfires Pt.2

- Mk V, EE602, DV-V, 'Central Railways of Urugyan Staff' of No.129 (Province of Mysore)



48-695 Rammjager Part 3



48-692 Yellow Nose Mustangs of the 361st F.G. Part IV

Squadron, May 1943.

- Mk Vc, AR491, NN-D, No.310 (Czech) Squadron, based at Exeter, August 1943.
- Mk Vb, BL767, WN-Z, 'Anna' of No.527 (Radar Calibration) Squadron, Digby, early 1945.
- Mk Vb, BM344, KH-P, 'Phyl', flown by Sqn Ldr Syd Ford of No.403 (Canadian) Squadron, RAF Manston, August 1942.

This sheet offers all the unique markings for each option plus one set of national insignia and no stencils.

Conclusion

This is another fine selection of new sheets, all of which are up to Aeromaster's usual high standard and they can be highly recommended to all.

Our thanks to AeroMaster (Eagle Strike) for the review samples. UK modellers should check with Hannants for price and availability.



32-019 After the Battle, Post-Battle of Britain Mk II and V Spitfires Pt.2



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F-117 A Nighthawk

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B-2 Stealth Bomber

Radar reflective heavy bomber. 04070



SR-71 A Blackbird

High-speed, high-altitude reconnaissance aircraft. 04636

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Model Design Construction

This month sees a new decal sheet from this firm, a sample of which has been passed directly to us for review.

1/32nd Scale

D32008 - Messerschmitt Bf 109G-2 Ilmavoimat Post-war Service (1944-45)

- MT-508 of HLeLv 31 based at Utii AFB on the 23rd June 1950.
- MT-452 of HLeLv 31 based at Utii AFB in June 1948.

Both options are in standard Luftwaffe camouflage of RLM 74 & 75 over 76. Option 1 is from the 'Mid-Summer Races' in June 1950 and features some superb blue and white checks on the port fuselage side. The over-large 'B' is carried on the port fuselage side as well as on the upper

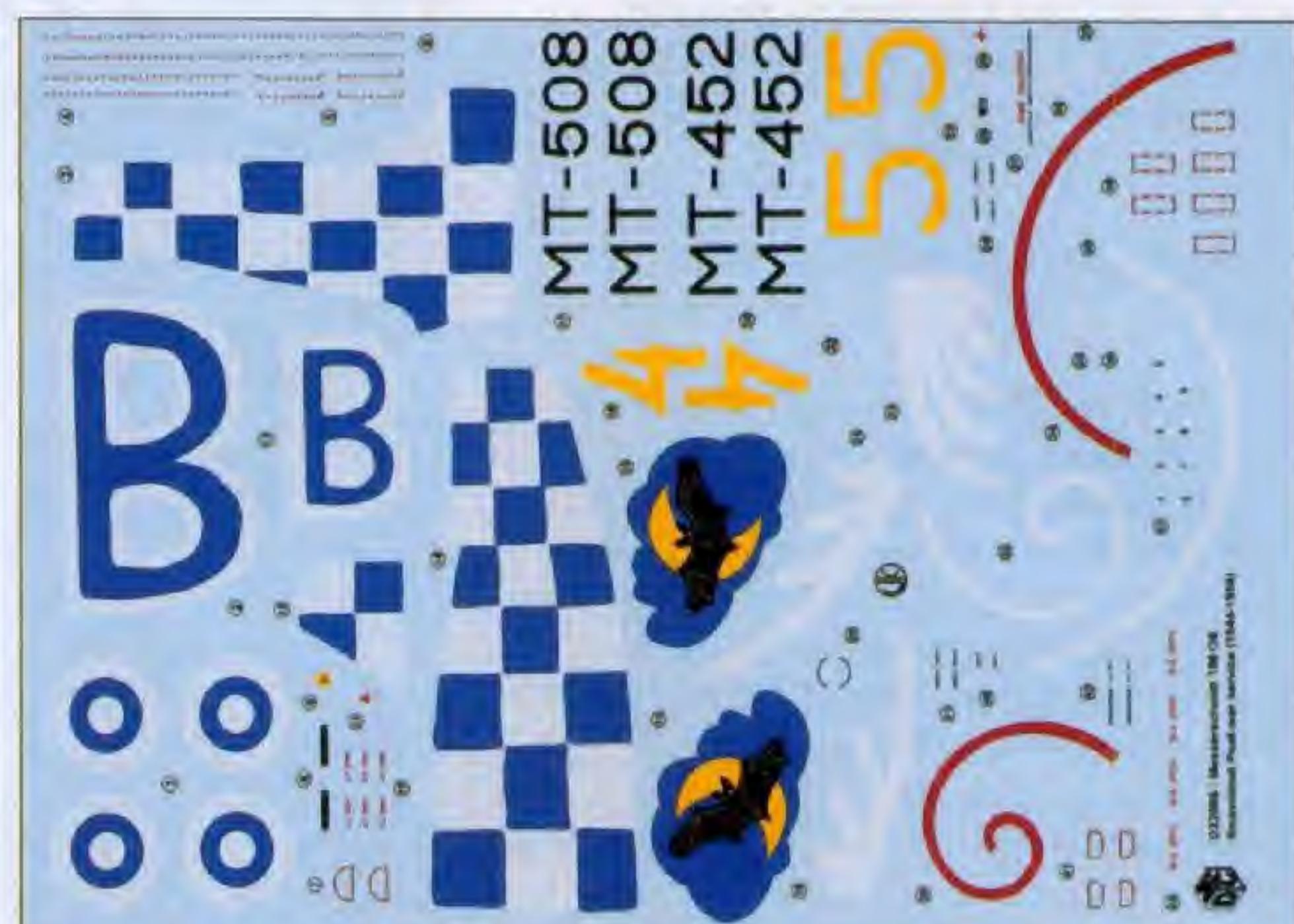
port wing. The second option feature the famous 'bat & moon' night fighter squadron motif.

The decal sheet includes enough national insignia for one option. All the unique markings for each machine are included and there is one set of stencils.

Conclusion

MDC always manufacture to the highest quality and the above product retains this high standard. Highly recommended to all.

Our thanks to MDC for the review sample. You may order these products directly from MDC, email orders@modeldesignconstruction.com or visit www.modeldesignconstruction.com.



D32008 Messerschmitt Bf 109G-2 Ilmavoimat Post-war service (1944-1954)

Eagle Strike

This month sees a couple of new sheets from Eagle Strike, samples of which have been sent directly to us for review.

1/48th Scale

48-164 - Best Sellers, Thunderbolt Pt V

- P-47D, 42-27910, 'Hun Hunter XIV', 65th FS, 57th FG.
- P-47D-27-RE, 42-26960, 'The Ox Cart' of the 65th FS, 57th FG.
- P-47D-26-RE, 'Grumpy' of the 527th FS, 86th FG, 15th AF.

This sheet includes nine national insignia but there are no stencils other than those for the propeller.

48-165 - Tomcats Part VIII

- F-14A, BuNo.159008, '100' of VFA-143 'Pukin' Dogs' onboard USS America, MCAS Yuma in January 1977.



48-164 Best Sellers, Thunderbolt Pt V

• F-14A, BuNo.159008, '100' of VF-32 of CVW1 on USS John F. Kennedy in September 1974.

The sheet offers enough national insignia and a selection of stencils for one option.

Conclusion

Each of these sheets is well printed with perfect register and colour density. The instructions are in full-colour and cite various published reference sources etc as well as colour information.

Our thanks to Eagle Strike for the review samples. Their products are distributed in the UK by Hannants. Contact Eagle Strike direct for details of your own country's distributor if outside the UK.



48-165 Tomcats Part VIII

Galdecal

This month sees a couple of new sheets from this manufacturer and samples of each have been sent directly to us by the manufacturer.

1/72nd Scale

72-003 Finnish Air Force Part 3

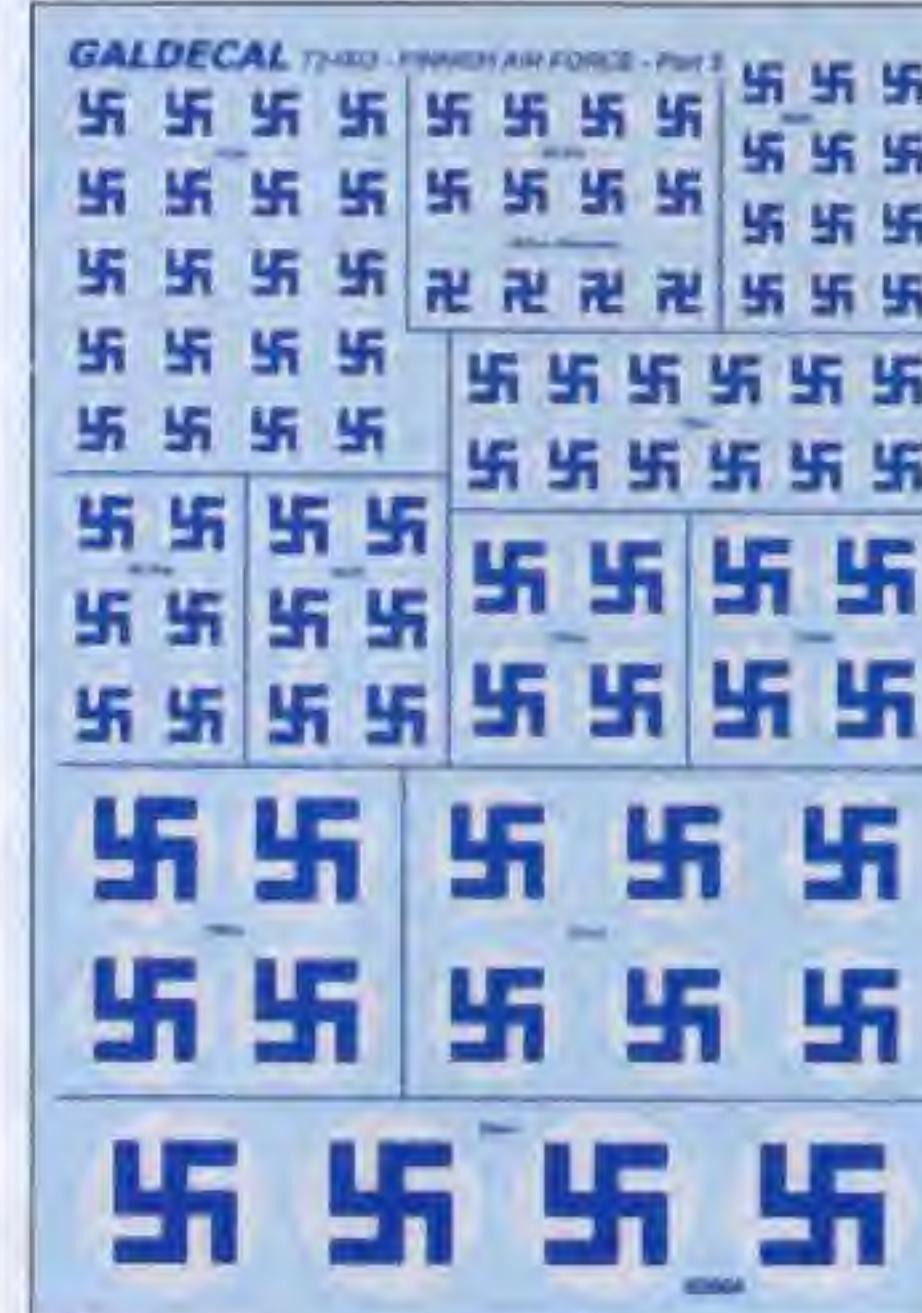
This sheet offers the national insignia in the following diameters: 65, 68.5, 72, 79, 88.5, 94, 115, 122, 151, 166 and 209cm. The insignia is a blue swastika and the above sizes are suitable for the Anson, Bulldog, Buzzard, Fokker C.VE, Aero A-11 & A-32, DC-2, Gladiator, Hart, Letov S.218, DB-3, I-153, Fokker C.X, Hurricane, Il-4, Tupolev SB, Caudron G.III, B-239, Do 22, G.50, Fw 44, Storch, Fokker D.XXI, Hanriot H.323, Bf 109, Pe-2, LaGG-3, MS.406, Gauntlet, Lysander and Curtiss Hawk. Price: £6.00

72-004 Finnish Air Force Part 4

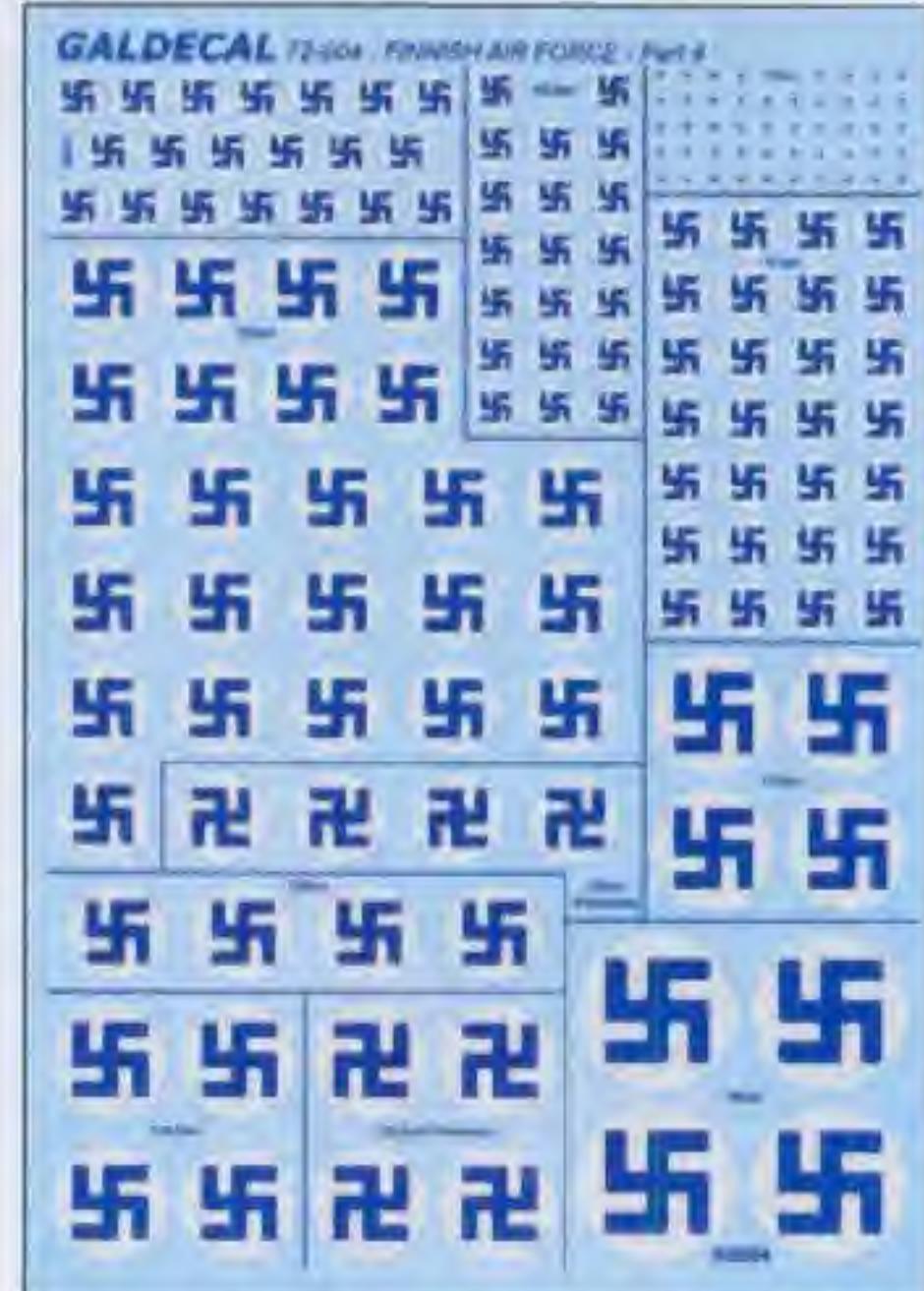
This sheet offers the national insignia in the following diameters: 10, 50.5, 54, 61, 100, 108, 129.5, 137 and 180cm. The insignia is a blue swastika and the above sizes are suitable for the Breguet 14, DB-3, Blenheim, Caudron C.59, C.60, Fokker D.VII, DH Moth, LaGG-3, Anson, Do 22, DC-2, Fokker D.X, Hanriot H.232, Hurricane, I-153, I-16, Tupolev SB, V.L. Myrsky, Bf 109, Lysander, M.S.406, Curtiss Hawk, Bulldog, Gauntlet, Gladiator, Pe-2, Fw 44, Storch, Il-4, V.L. Viima & Sääski, Brewster B.239, Fokker D.XXI, Letov S.218 and Martinsyde Buzzard. Price: £6.00

Conclusion

Both of these sheets are reissues which have been totally revised and updated. The sheets have both been well printed with perfect register and colour density and they can both be



72-003 Finnish Air Force Part 3



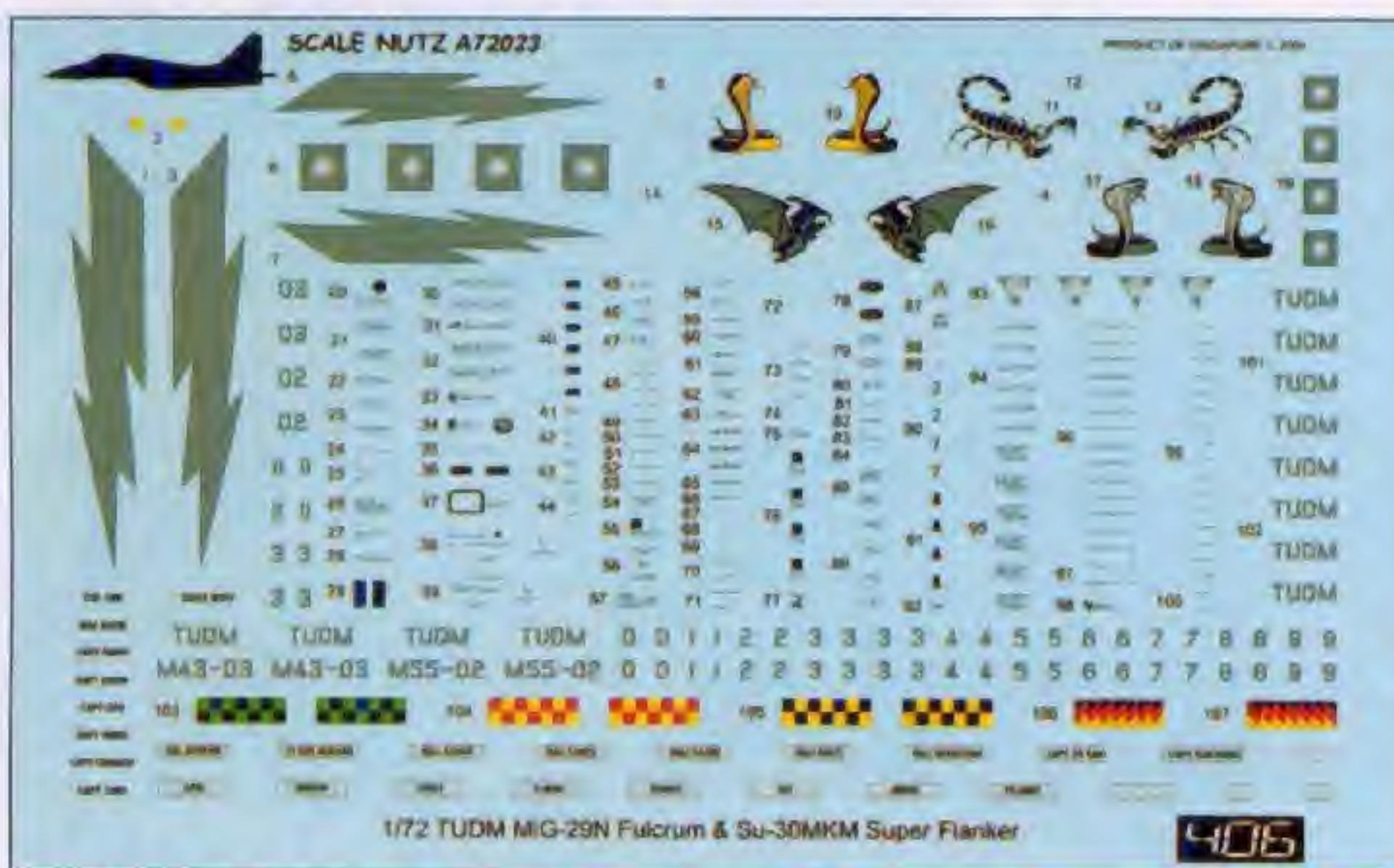
72-004 Finnish Air Force Part 4

highly recommended to all.

Our thanks to Galdecal for the review sample. Contact them at 22

Gowanhill Gardens, Stirling, FK8 1SG, Tel: 01786 465009 or Email: george@galdecal.netlineuk.net.

Scale Nutz



A72023 TUDM MiG-29N & Sukhoi Su-30MKM

Following on from previous reviews of their first productions in the October 2004 edition, here are the latest couple of the sheets from this Singapore-based manufacturer.

1/72nd Scale

A72023 - TUDM MiG-29N & Sukhoi Su-30MKM

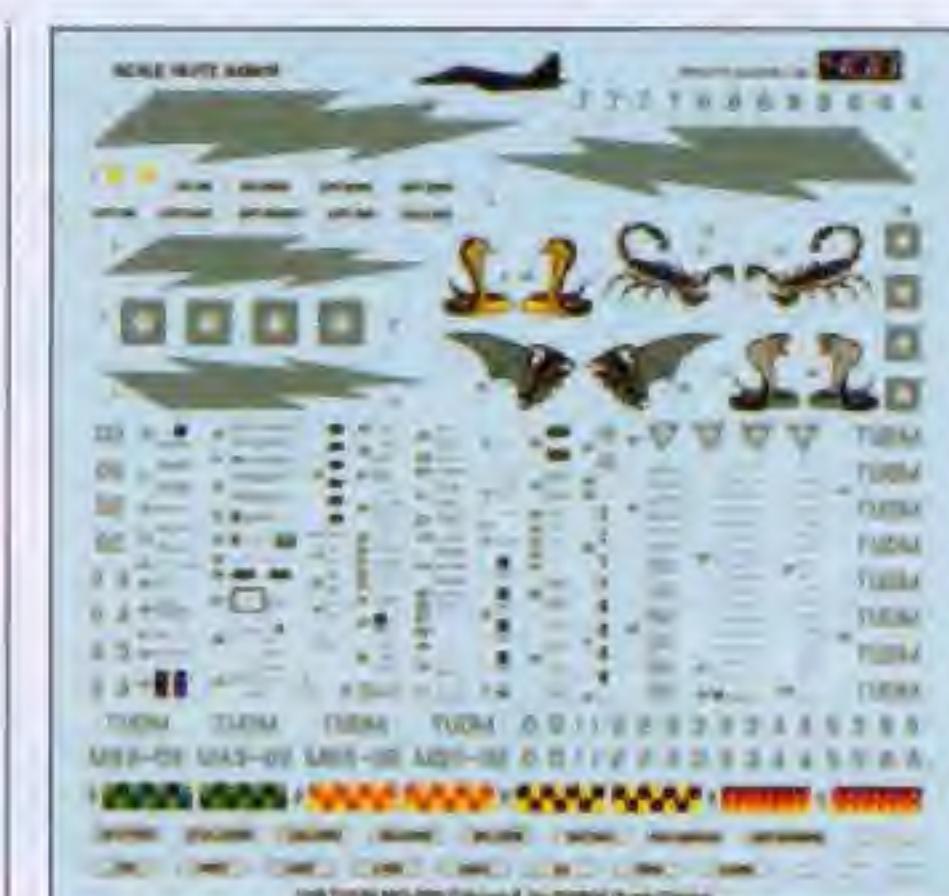
- MiG-29N, M43-06, No.17 Squadron, TUDM Kuantan, May 1995.
- MiG-29N, M43-14, No.19 'Cobra' Squadron, Langkawi, LIMA 2001.
- MiG-29UBM, M43-01, No.17 Squadron, 'Taufan Ganas' display team, TUDM Kuantan, May 2004.
- MiG-29N, M43-03, No.17 Squadron, 'Taufun Ganas' display team, Langkawi, LIMA 2003.
- Su-30MKM, proposed scheme for No.11 'Golden Cobra' Squadron, TUDM Subang
- Su-30MKM, proposed scheme for No.17 'Typhoon' Squadron, TUDM Kuantan.

Note that as the Su-30MKM will not go into service until mid-2006, so the above two schemes are subjective at present. The series will be given numbers in the M5501 to 018 range.

The sheet only gives you 'set' serials for two options (M43-03 & M55-02) but there are also a selection of numbers on the sheet which would allow you to make up other serials in the complete MiG-29N or Su-30MKM ranges. There are enough national insignia and squadron markings for two complete aircraft.



A32005 TUDM MiG-29N



A48016 TUDM MiG-29N & Sukhoi Su-30MKM

1/48th Scale

A48016 - TUDM MiG-29N & Sukhoi Su-30MKM

This is just a scaled-up version of the 1/72nd scale sheet (#A72023) reviewed earlier. It offers the same main options plus the same selection of numbers to allow you to make up other serials. There are also enough national insignia and squadron markings for two complete aircraft.

1/32nd Scale

A32005 - TUDM MiG-29N

This sheet is a scaled-up version of the MiG-29N versions on the 1/72nd scale sheet (#A72023) reviewed earlier. None of the Su-30MKM options are included on this bigger scale sheet. It offers the same main MiG-29N options plus the same selection of numbers to allow you to make up other serials. In this larger scale there are just enough national insignia for one complete aircraft.

Conclusion

All of these sheets are well printed with perfect register and good colour density. They are all screen printed, so feature the standard individual carrier film with each image. They can be highly recommended to all fans of the Fulcrum or Flanker.

Our thanks to Scale Nutz Productions for the review samples. We are still unaware of a UK stockist of this range as we go to press, so all enquiries should be made directly with the manufacturer at Rochor Post Office, PO Box 947, Singapore 911837 or you can visit www.scalenutz.com.

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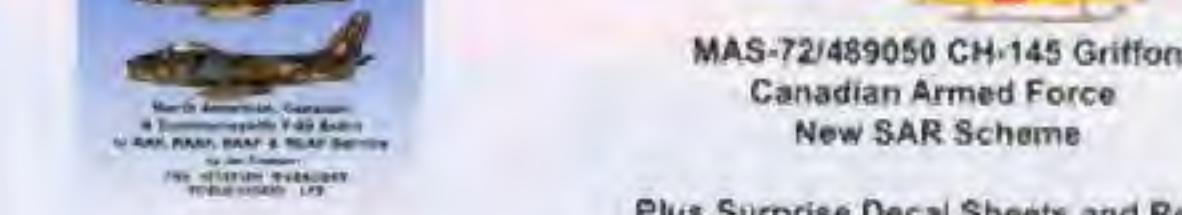
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Please note the SAMI review of these decals in the December 2004 issue omitted all of the nose art decals in each set—the nose art IS INCLUDED! Each decal set contains complete markings!



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PYND72001 Liberated Chics #1: B-24J-120-CO, Madame Pele, 11 BG/98 BS; B-24H-10-DT, Jamaica? (different artwork on each side of nose), 466 BG/785 BS, Lt Larry Booth. \$18.99

PYND72002 Liberated Chics #2: B-24H-15-FO, Leo, 493 BG, Bill Hilfinger pilot, Philip Brinkman (artist); F-7A (B-24J-1-CO), Hangover Haven II, 20 Combat Mapping Sq, natural metal scheme, John Noble. \$16.99

PYND72003 Marauding Babes #1: B-26C-45-MO, My Darling/Agitator, 320 BG/444 BS; B-26C-45-MO, Mary Ann, 344 BG/494 BS, Lt B. W. Seth, Stanstead, England, Early 1944. \$16.99

PYND72004 Marauding Babes #2: B-26B-50-MA, Hard To Get (different artwork on each side of nose), 344 BG/498 BS, Maj Delwin D. Bentley, 497 BS Commander, Stanstead, England, 1944; B-26C-40-MO, Belle Ringer, 320 BG/441 BS. \$18.99

PYND72005 B-29-40-BW, 42-24592, Dauntless Dotty, A Square 1, Robert Morgan (former pilot of Memphis Belle), 869 BS/497 BG, Early 1945, Saipan, Marianas Islands; B-29-50-BW, 42-24863, Lucky Lady, E Triangle 12, Harold Davis, 398 BS/504 BG, North Field, Tinian, March, 1945. Both planes include the similar but actually different artwork on BOTH sides of the nose! \$16.99

PYND72006 B-29-25-MO, 42-65306, The Outlaw, Don Thompson, 28 BS/19 BG, Sept 1951, Kadena AB, Japan (Korean War). This set includes accurate markings for the LEFT side of the nose in addition to the Jane Russell nose art on the right side! \$15.99

PYND72007 B-17F-115-BO, 42-30715, Cincinnati Queen, CC*Y, 569 BS/390 BG, Framlingham, England, early 1944; B-17G-20-BO, 42-31585, Mount N' Ride, OR*B, Lt Doyle E. "Brad" Bradford, 323 BS/91 BG, February 1945, Bassingbourn, England. \$15.99

PYND72008 B-17G-50-DL, 44-6483, Ruby's Raiders, G, Frank Blackwell/Harold C. Prang, 550 BS/385 BG, Great Ashford, England, Spring 1945. \$15.99

PYND72009 B-17F-25-DL, 42-3082, Double Trouble, Lt William Winnesheik, 333 BS/94 BG, Rougham, England, October 1943; B-17G-30-BO, 42-31767, Our Gal Sal, EP*F, Robert J. Shoens, 351 BS/100 BG, Thorpe Abbotts, England. \$15.99

PYND72010 P-47N-1-RE, 44-88043, Short Snorter/2 Big And Too Heavy, Black 21, Lt Joe Heffernan, 333 FS/318 FG, final scheme, August 1945, Ie Shima, Ryukyu Islands, including artwork on BOTH sides of the fuselage and nose; P-47D-1-RE, 42-7877, In The Mood/Jackson County, Michigan, Fighter", HV*D, Capt Gerald Johnson, 61st FS/56th FG, Halesworth, late Summer 1943. \$16.99





PYND48001 P-38H-5-LO, 42-66825, Thoughts of Midnite, White 120, Capt. Robert L. Herman, 431 FS/475 FG, New Guinea, 1943; P-38J-5-LO, 42-68004, Moonlight Coct-Tail, H5*K, Clark R. "Doc" Livingston, 392 FS/367 FG, on the European Continent, late Summer, 1944. \$18.99

PYND48002 P-38J-15-LO, 42-103993, Marge, 993, Capt. Richard I. Bong, 5th Fighter Command, Cape Gloucester, March 1944. This set includes both the "colorized" b/w photo and a grayscale version of the same photo (the plane flew with a hand-tinted ("colorized") photo of Marge, as confirmed by the Group Photo Officer, who personally hand-tinted the photos and glued them on Bong's plane); P-38H-1-LO, 42-66545, Hot Box Annie, White 123, Lt. John A. Cohn, 431 FS/475 FG, New Guinea, Summer 1943. \$19.99

PYND48003 P-51D-5-NA, 44-13859, Diving nose artwork, K1*S, Lt. Walter "Moon" Mullins, 55th FS/20th FG, Fall 1944, Kingscliffe, England; P-51D-25-NA, 44-72199, Reclining nose artwork, G4*A, Capt Charles E. Weaver, 362 FS/357 FG, April 1945. \$17.99

PYND48004 P-51D-5-NA, 44-13691, Passion Wagon, G4*A, TWO VARIATIONS! Lt. Arval Roberson/Capt. Clarence Weaver, 362 FS/357 FG, 1944; P-51D-20-NA, 44-63223, Sweet Arlene, QP*S, Lt. Arthur R. Bowers, 334 FS/4 FG, February, 1945, Debden, England. \$18.99

PYND48005 P-47N-1-RE, 44-88043, Short Snorter/2 Big And Too Heavy, Black 21, Lt Joe Heffernan, 333 FS/318 FG, final scheme, August 1945, Ie Shima, Ryukyu Islands, including artwork on BOTH sides of the fuselage and nose!; P-47D-1-RE, 42-7877, In The Mood/Jackson County, Michigan, Fighter, HV*D, Capt Gerald Johnson, 61st FS/56th FG, Halesworth, late Summer 1943. \$19.99

PYND48006 P-47D-28-RA, 42-28641, Sleepy Jean 3rd, A7*W, 395 FS/368 FG, France, early 1945; P-47D-15-RE, 42-75859, nose on nose, UN*C, Lt Charles Clamp, Jr., 63 FS/56 FG, Boxted, England, April 1944. \$18.99

PYND48007 B-29-40-BW, 42-24592, Dauntless Dotty, A Square 1, Robert Morgan (former pilot of Memphis Belle), 869 BS/497 BG, Early 1945, Saipan, Marianas Islands; B-29-50-BW, 42-24863, Lucky Lady, E Triangle 12, Harold Davis, 398 BS/504 BG, North Field, Tinian, March, 1945. Both planes include the similar but actually different artwork on BOTH sides of the nose! \$19.99

PYND48008 Spitfire Vb, EN921, Kneeling nose artwork, YO*A, F/O Jack Sheppard, 401 Squadron, RCAF, Biggin Hill, July-October, 1943; Spitfire IXc, MK210, Tolly/Hello (reclining nose artwork), Lt Col Gustav Lundquist, USAAF, Flight Test Section, Wright Field, late Spring 1944, Bluff West 8, Greenland, & Boscombe Down, England. \$19.99

PYND48009 B-17F-115-BO, 42-30715, Cincinnati Queen, CC*Y, 569 BS/390 BG, Framlingham, England, early 1944; B-17G-20-BO, 42-31585, Mount N' Ride, OR*B, Lt Doyle E. "Brad" Bradford, 323 BS/91 BG, February 1945, Bassingbourn, England. \$18.99

PYND48010 B-17G-50-DL, 44-6483, Ruby's Raiders, G, Frank Blackwell/Harold C. Prang, 550 BS/385 BG, Great Ashford, England, Spring 1945. \$18.99

PYND48011 B-17F-25-DL, 42-3082, Double Trouble, Lt William Winnesheik, 333 BS/94 BG, Rougham, England, October 1943; B-17G-30-BO, 42-31767, Our Gal Sal, EP*F, Robert J. Shoens, 351 BS/100 BG, Thorpe Abbotts, England. \$18.99

PYND48012 B-29-25-MO, 42-65306, The Outlaw, Don Thompson, 28 BS/19 BG, Sept 1951, Kadena AB, Japan (Korean War). This set includes accurate markings for the RIGHT side of the nose in addition to the Jane Russell nose art on the left side! \$18.99

PYND48013 Liberated Chics #1: B-24J-120-CO, Madame Pele, 11 BG/98 BS; B-24H-10-DT, Jamaica?, 466 BG/785 BS, Lt Larry Booth. \$21.99

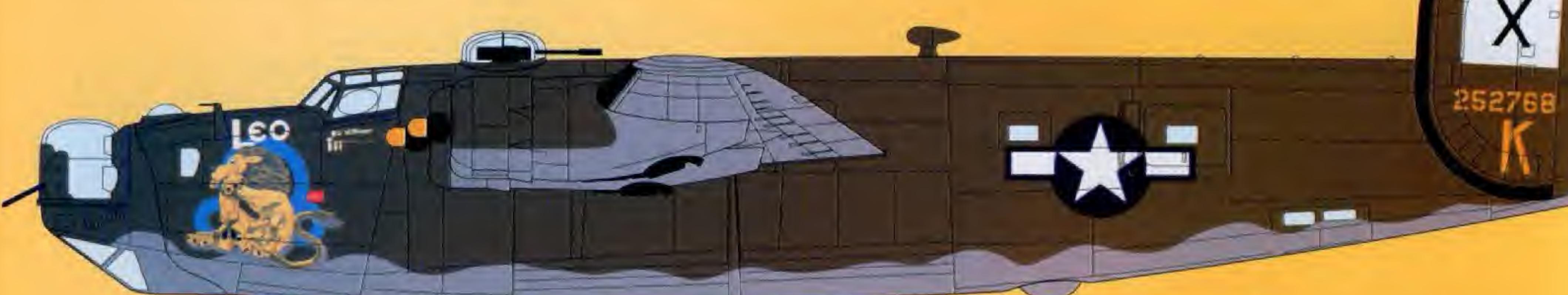
PYND48014 Black Widow Babes #1: P-61A-1-NO, 421 NFS, Skippy/Nocturnal Nemesis, 42-5502, David Cort; P-61B-1-NO, 548 NFS, Cooper's Snooper, 42-39454, Lt George C. Cooper, Iwo Jima, April 1945. \$19.99

PYND48015 Marauding Babes #1: B-26C-45-MO, My Darling/Agitator, 320 BG/444 BS, Lt David Cort, B-26C-45-MO, Mary Ann, 344 BG/494 BS, Lt B. W. Seth, Stanstead, England, Early 1944. \$19.99

PYND48016 Marauding Babes #2: B-26B-50-MA, Hard To Get, 344 BG/498 BS, Maj Delwin D. Bentley, 497 BS Commander, Stanstead, England, 1944; B-26C-40-MO, Belle Ringer, 320 BG/441 BS. \$21.99

PYND48017 Liberated Chics #2: B-24H-15-FO, Leo, 493 BG, Bill Hilfinger pilot, Philip Brinkman (artist); F-7A (B-24J-1-CO), Hangover Haven II, 20 Combat Mapping Sq. John Noble. \$19.99

PYND32001 P-38J-15-LO, 42-103993, Marge, Richard I. Bong, 5th Fighter Command \$18.99



NOTE: PYN-up Decals are strictly limited to 300 of each sheet!

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Modelling Products

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The latest batch of die-cut self-adhesive painting masks from this Polish manufacturer have been sent directly to us for review this month.

I/48th Scale 'Maxi Mask' Series

MM48040 - PZL P24F/G (Mirage)

The above set offer masks for all the national insignia plus all the serials and codes for the decal options in the kit. The only decals you will therefore have to use are for stencils and nose art.

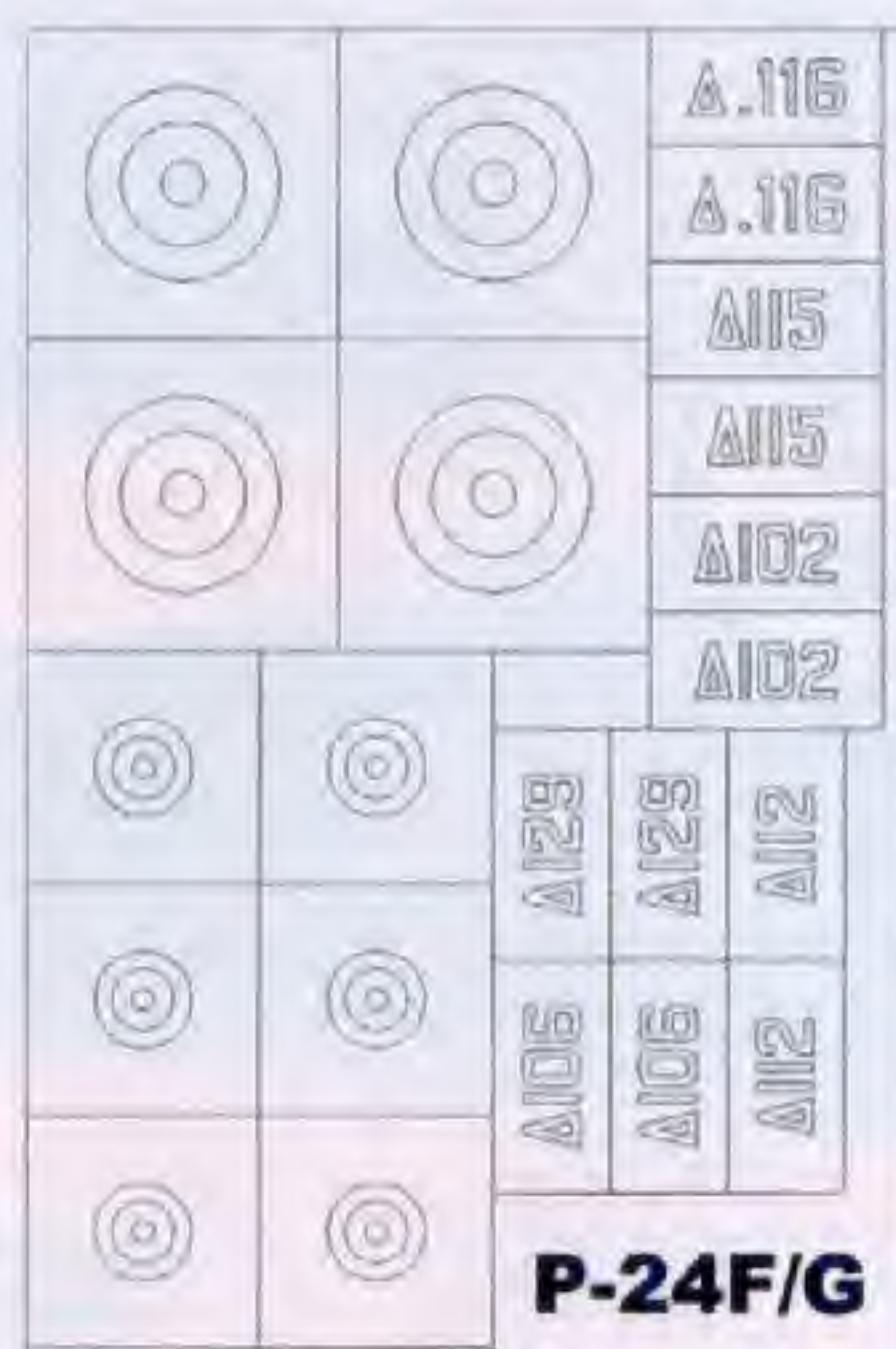
I/48th Scale 'Super Mask' series

K480002 - V.S. Spitfire Mk Vb Trop (Tamiya)

- Mk Vb, F-MD flown by Lt Col. F.M. Dean of the 31st FG based at Gozo in June 1943.
- Mk Vb, EN784, HL-U of the 308th FS, 31st FG based at Gozo in the Summer of 1943.

K48003 - MiG-3 (ICM)

- MiG-3 of an unknown unit that was



P-24F/G

MM48040 PZL P24F/G (Mirage)

captured by the advancing German troops in the Autumn of 1941.

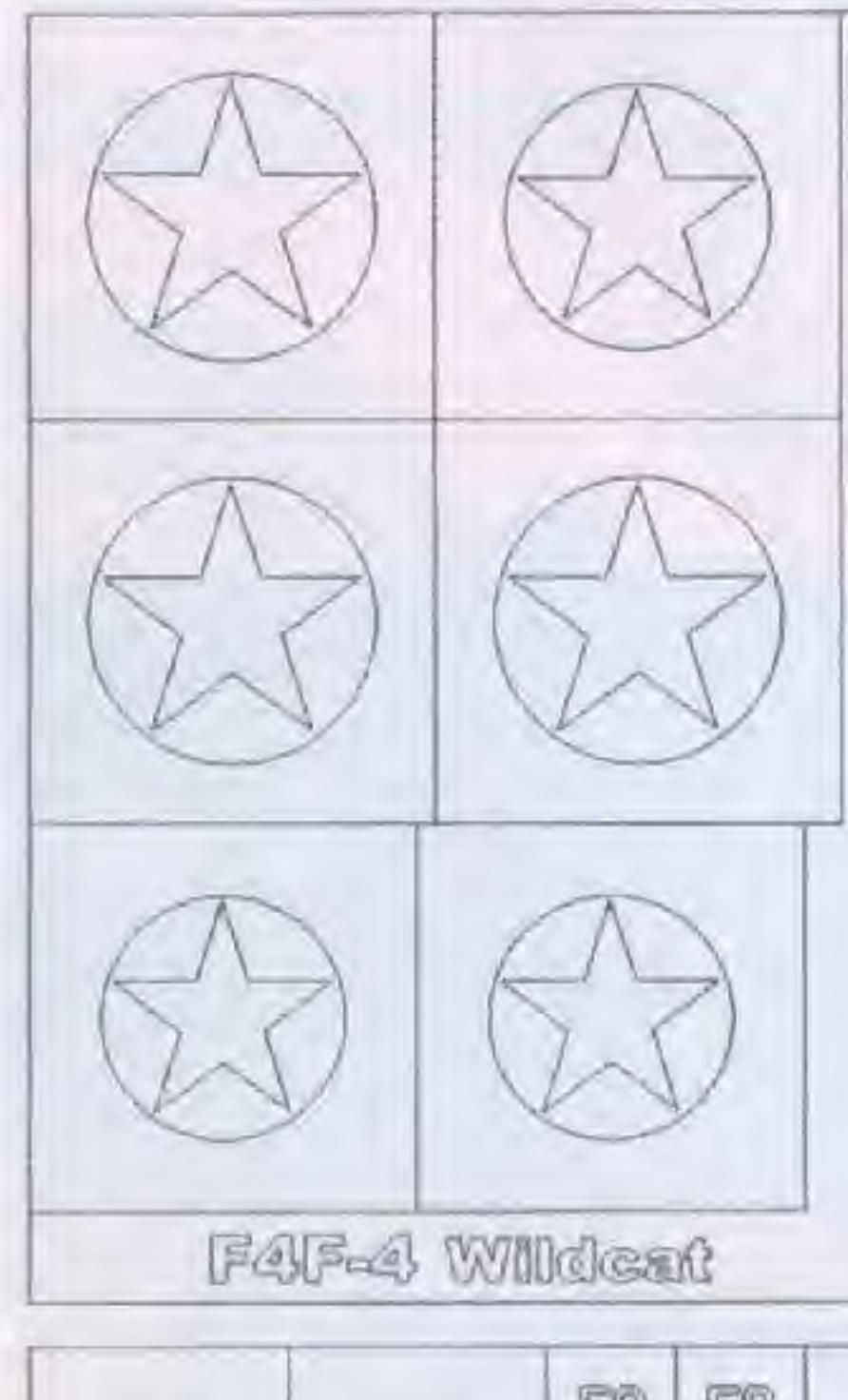
- MiG-3, 'White 40' from an unknown unit in partial winter camouflage.
- MiG-3, 'Yellow 21' of the 7th IAP (Black Sea Fleet) based at Kuban in 1943.

K48004 - Fw 190D-9 (Tamiya)

- D-9, 'Red 3' of II./JG 6 based at Halle, Germany in May 1945.
- D-9, 'Brown 10' of 7./JG 26 flown by Oblt. Wademer Radener from Nordhorn-Clausheide, Germany in January 1945.

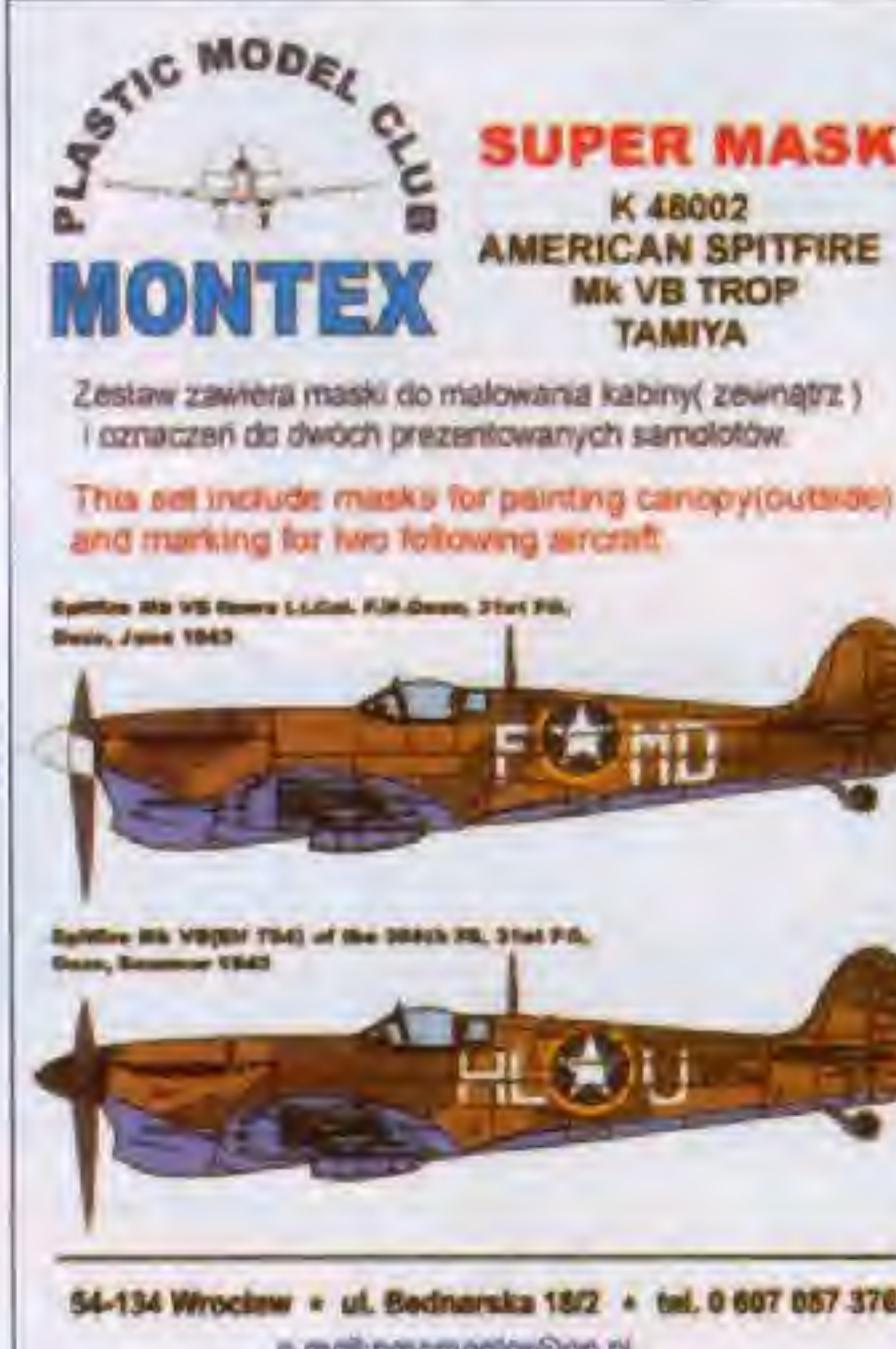
K48005 - Fw 190D-9 (Tamiya)

- D-9, 'White 11' of 13./JG 51, flown by Fhj. Ofw. Heinz Marquardt from Eggersdorf, Germany in April 1945.



F4F-4 Wildcat

MM32011 F4F-4 Wildcat (Trumpeter)



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K480002 V.S. Spitfire Mk Vb Trop (Tamiya)

- D-9, 'White 1' of 13./JG 51 flown by Lt Kurt Tanzer from Eggersdorf, Germany in April 1945.

Each of these sets features masks for the unique and national insignia of each option plus two sets of masks for the canopy so they can be sprayed both inside and out.

I/32nd Scale 'Maxi Mask' Series

MM32011 - F4F-4 Wildcat (Trumpeter)

MM32012 - Lockheed P-38L-5 Lightning (Trumpeter)

MM32013 - Focke-Wulf Fw 190A-8 (Hasegawa)

Each of the above sets offers masks for all the national insignia plus all the serials and codes for the decal options in the kit. The only decals you will therefore have to use are for stencils and nose art.



MM32012 Lockheed P-38L-5 Lightning (Trumpeter)



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K48003 MiG-3 (ICM)

I/32nd Scale 'Super Mask' series

K32005 - P-40B Tomahawk (Trumpeter)

- P-40B, '300' of the 78th PS, 18th PG based at Bellows Field in December 1941.
- P-40C, S/No. 41-13468 of the 31st FS, 6th AF based in central America in December 1942.

K32006 - Grumman F4F-4 Wildcat (Trumpeter)

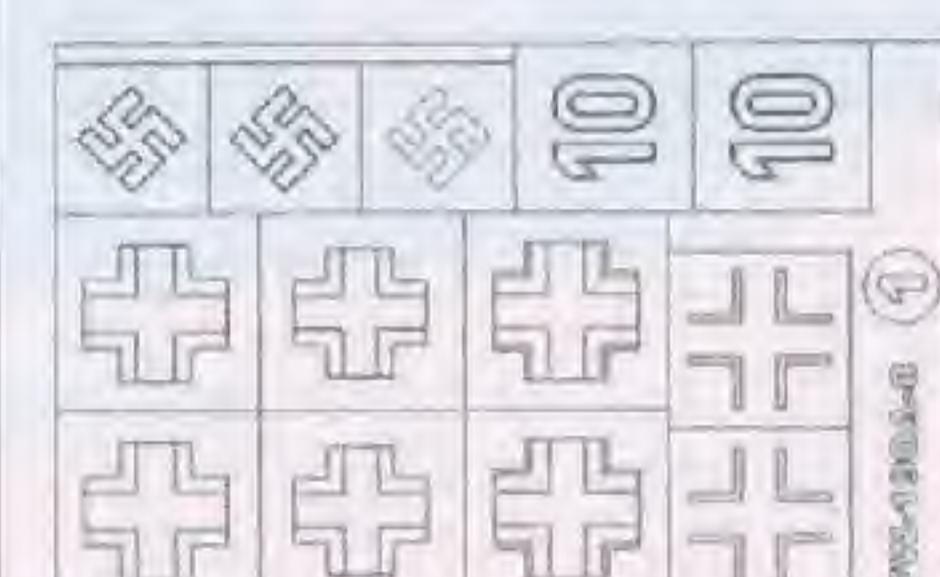
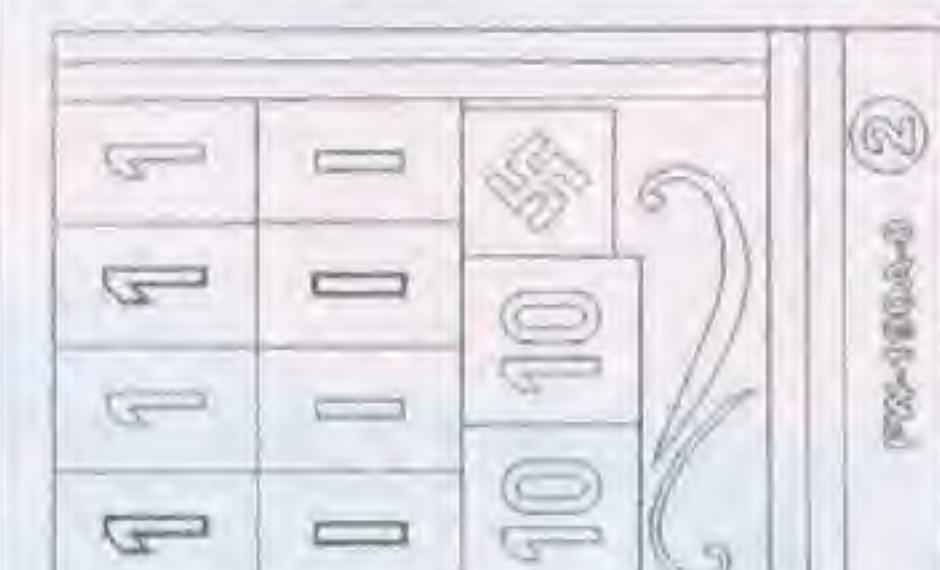
- F4F-4, '28' of VMF-223, USMC.
- F4F-4, '29-GF-4' of VGF-29 on USS Santee.
- F4F-4, '22-F-1' of VF-22 on USS Independence.

K32007 - Fw 190A-8 (Hasegawa)

- Fw 190A-8, 'Blue 13' of JG300, flown by Maj. Walther Dahl from Jüterborg, Germany in December 1944.
- Fw 190A-8, 'Black 7' of 7./JG300, based at Altenberg, Germany in 1945.

K32008 - Fw 190A-8 (Hasegawa)

- Fw 190A-8, 'Red 11' of 14./JG 54



MM32013 - Focke-Wulf Fw 190A-8 (Hasegawa)



K48005 Fw 190D-9 (Tamiya)

**SUPER MASK**K 32005
P-40B TOMAHAWK
TRUMPETER

Zestaw zawiera maski do malowania kabiny (zewnętrz., wewnętrz.) i ozaczek do dwóch prezentowanych samolotów.

This set includes masks for painting canopy (inside, outside) and marking for two following aircraft.

P-40B, 75th FS, 18th FG,
Bellows Field, December 194354-134 Wrocław + ul. Bednarska 18/2 + tel. 0 607 057 378
e-mail: pmcmontex@op.pl

K32005 P-40B Tomahawk (Trumpeter)

based at Sachsen, Germany in
March 1945.

- Fw 190A-8, 'Black 8' of 11./JG 3, flown by Uffz. Willi Maximowitz, based at Dreux, France in July 1944.

K32009 - Fw 190D-9 (Hasegawa)

- D-9, 'Red 3' of II./JG 6 based at Halle, Germany in May 1945.
- D-9, 'Brown 10' of 7./JG 26 flown by Oblt. Wadmar Radener from Nordhorn-Clausheide, Germany in January 1945.

**SUPER MASK**K 32008
Fw 190A-8
HASEGAWA

Zestaw zawiera maski do malowania kabiny (zewnętrz., wewnętrz.) i ozaczek do dwóch prezentowanych samolotów.

This set includes masks for painting canopy (inside, outside) and marking for two following aircraft.

Fw 190A-8 'Red 11' of the 11.JG 6, March 1945, Austria, Germany.

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K32008 Fw 190A-8 (Hasegawa)

**SUPER MASK**K 32006
F4F-4 WILDCAT
TRUMPETER

Zestaw zawiera maski do malowania kabiny (zewnętrz., wewnętrz.) i ozaczek do dwóch prezentowanych samolotów.

This set includes masks for painting canopy (inside, outside) and marking for three following aircraft.

VBF - 233 (Marine Corps)

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e-mail: pmcmontex@op.pl

K32006 Grumman F4F-4 Wildcat (Trumpeter)

K32010 - Fw 190D-9 (Tamiya)

- D-9, 'White 11' of 13./JG 51, flown by Fhj. Ofw. Heinz Marquardt from Eggersdorf, Germany in April 1945.
- D-9, 'White 1' of 13./JG 51 flown by Lt Kurt Tanzer from Eggersdorf, Germany in April 1945.

Each of these sets features masks for the unique and national insignia of each option plus two sets of masks for the

**SUPER MASK**K 32009
Fw 190D-9
HASEGAWA

Zestaw zawiera maski do malowania kabiny (zewnętrz., wewnętrz.) i ozaczek do dwóch prezentowanych samolotów.

This set includes masks for painting canopy (inside, outside) and marking for two following aircraft.

Fw 190D-9 'Red 7' of the 8.JG 4, May 1945, Halle, Germany.

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e-mail: pmcmontex@op.pl

K32009 Fw 190D-9 (Hasegawa)

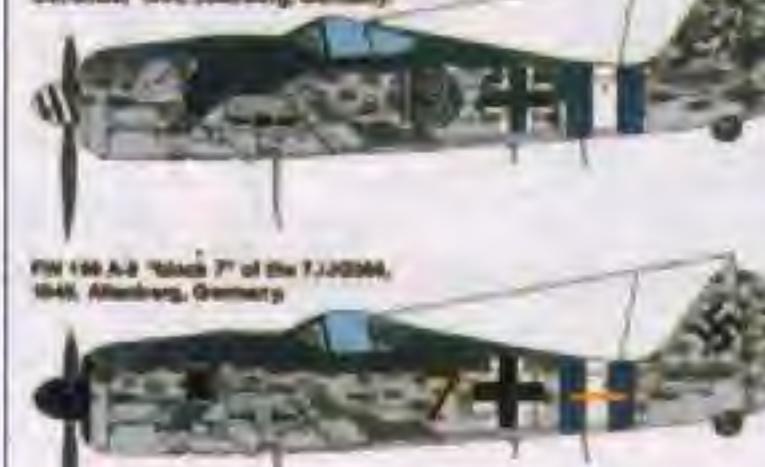
**SUPER MASK**K 32007
Fw 190A-8
HASEGAWA

Zestaw zawiera maski do malowania kabiny (zewnętrz., wewnętrz.) i ozaczek do dwóch prezentowanych samolotów.

This set includes masks for painting canopy (inside, outside) and marking for two following aircraft.

Fw 190 A-8 'White 12' of 13.JG 51

flown by Hfl. W. Dittmar, April 1945, Ellrich, Germany.

54-134 Wrocław + ul. Bednarska 18/2 + tel. 0 607 057 378
e-mail: pmcmontex@op.pl

K32007 Fw 190A-8 (Hasegawa)

canopy so they can be sprayed both inside and out.

Conclusion

Hopefully these masks will be available worldwide shortly as they deserve to do well, as they offer so much more than the usual fare we have all become accustomed to with masking sets.

Our thanks to Plastic Model Club Montex for the review samples.

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New Glues from Little-cars.com

This month sees a new batch of modelling glues, samples of which have been passed to us for review by this outlet.

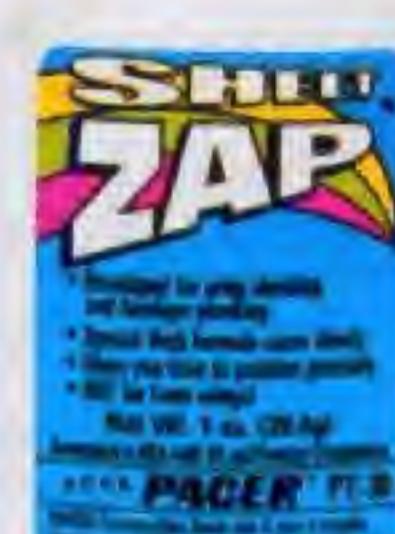
Zap Cyanoacrylate

Little-cars.com offer the following Zap superglue products

- Sheet Zap - This is specially formulated for large area adhesion.

It has a thick formula that cures slowly and therefore allows you to reposition the pieces.

- Plasti-Zap - This is specially formulated for plastic and it is non-flammable. The viscosity of the type shown here is medium.



• Zap-Kicker - This superglue accelerator has previously been in bottles, but Little-cars.com have now brought it in an aerosol can. This form is far better for application over large areas and this type of accelerator is safe on plastic.

The prices from Little-cars.com for the above items is as follows - Sheet Zap £5.00, Plasti-Zap £2.50 and Zip-Kicker £4.50

**Conclusion**

All of these cements are excellent, very useful and ones that you should give serious consideration to adding to your work bench

Our thanks to Little-cars.com for the review samples.

Cutting Edge Modelworks

The latest batch of die-cut self-adhesive painting masks in the BlackMagic range from this American manufacturer has been sent directly to us for review this month.

1/48th Scale

CEBM48552 - F-5A Canopy/Wheel Hub Masks

This set is designed for the Classic Airframes kit and offers masks for the cockpit canopy plus the wheel hubs.

Price: \$4.99

CEBM48555 - CH-46 Sea Knight Canopy/Wheel Hub Masks

This set is designed for the Academy kit and offers masks for the canopy, side windows and all wheel hubs.

Price: \$8.99

1/32nd Scale

CEBM32080 - P-40B/C Canopy Masks

This set is designed for the Trumpeter kit and it just offers masks for the cockpit canopy.

Price: \$7.99

CEBM32081 - P-40B/C Camouflage Masks

This set is designed for the Trumpeter kit and offers masks for RAF and AVG camouflage schemes.

Price: \$14.99

CEBM32082 - Messerschmitt Bf 109G-10/K-4 Canopy/Wheel Hub Masks

This set is designed for the Hasegawa kits and offers the cockpit canopy and wheel hub masks.

Price: \$6.99



CEBM48552 F-5A Canopy/Wheel Hub Masks (Classic Airframes)



CEBM48555 CH-46 Sea Knight Canopy/Wheel Hub Masks (Academy)



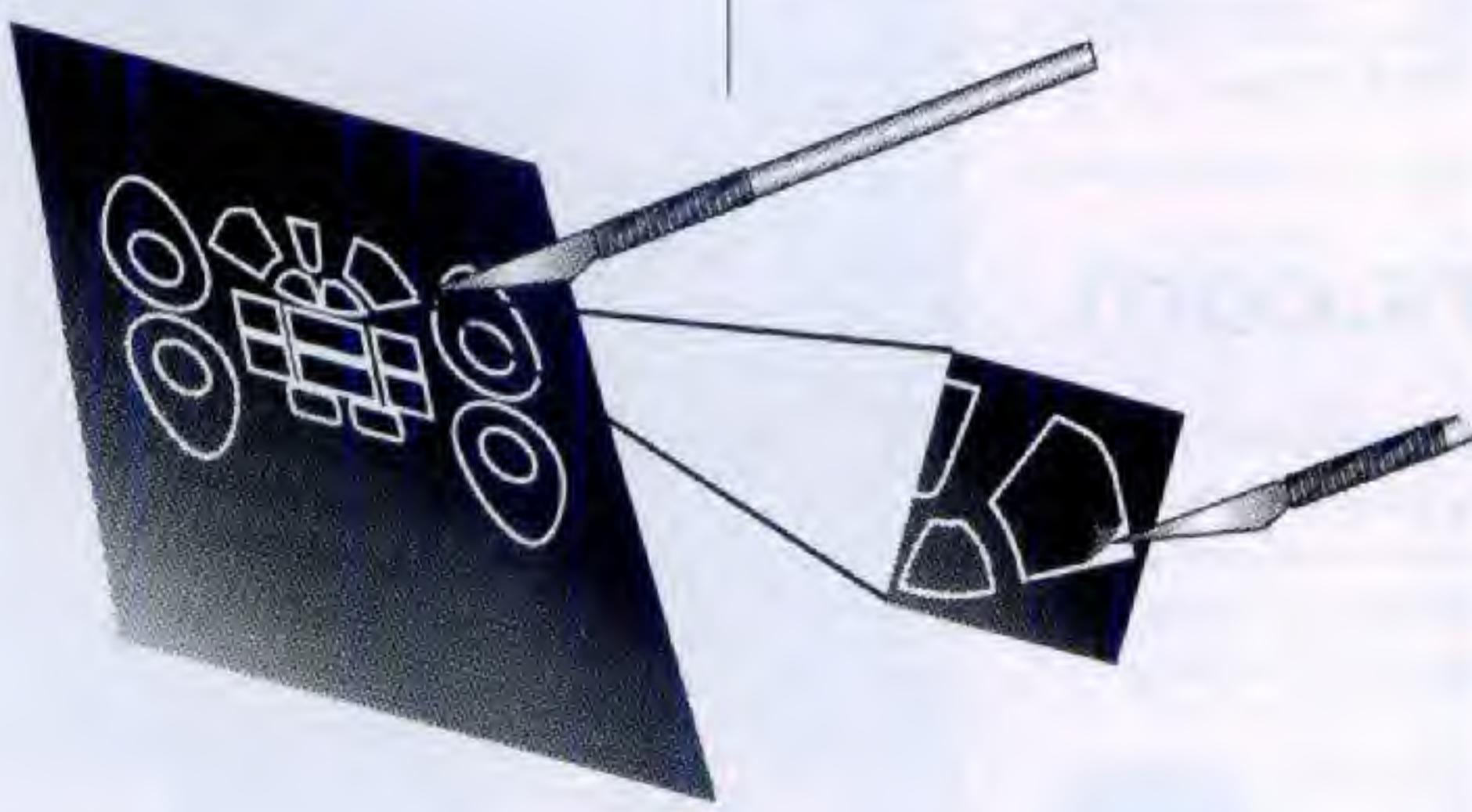
CEBM32080 P-40B/C Canopy Masks (Trumpeter)



CEBM32081 P-40B/C Camouflage Masks (Trumpeter)



CEBM32082 - Messerschmitt Bf 109G-10/K-4 Canopy/Wheel Hub Masks (Hasegawa)



Conclusion

Each of these sets is quite comprehensive, but there are no specific instructions. Those included are just generic ones dealing with the application of die-cut self-adhesive masks in general, not those in each set. This is fine with regard to wheel hubs, but when you have complicated canopy glazings to deal with, some form of clear application

instructions would be useful. The camouflage masks have no such problems, as comprehensive instructions are included in this type of set.

Our thanks to Cutting Edge Modelworks for the review samples.

Star Dust Weathering Powders

Many of you will have come across weathering powders in the past. The most recent ones prior to the arrival of Star Dust, were from MIG Productions. They worked well but did not adhere all that well, and I found they rubbed off far too easily. This new range from CMK has been around a while now, but we have received three of

with good coverage. Stabilising the powders once applied is necessary, as they will rub off if the model is handled. I have used Johnsons Klear as well as Poly Scale and Xtracrylix varnish and although they do darken



them for review. The tones supplied were as follows:

MD 53 - Gold
MD 54 - Aluminium
MD 52 - Copper

Having used these powders on some existing military subjects I can confirm that they adhere very well, and brush on with ease. You can 'dust' them on, or 'scrub' them into detail. You can also mix them with acrylic thinners and spray or brush apply them, although I have not tried either as yet. The pigments are very good,

the pigment, once dried they are still close to what they looked like 'dry'.

Conclusion

Overall I think that the Star Dust range is the best set of weathering powders around at present. Setting them is a problem, but you can get around that by mounting your model on a base so you do not have to touch it!

My thanks to CMK for the review samples. This range is distributed in the UK by Hannants, as well as being available from a number of modelling outlets and mail order establishments.

Spray Varnish from Gunze Colours

A couple of new aerosol cans of varnish have been produced by Gunze Sangyo and samples of them have been passed to us for review by Model Design Construction, who are importing them into the UK.

Many will also already be used to Gunze's various varnishes, well now they have produced a special UV filtered version in an aerosol can. They are as follows.

Mr Super Clear [UV Cut]

B520 - Gloss
B521 - Flat
Both of these are in 170ml size cans and each retails for £7.50.

Conclusion

If you have not tried any of the Gunze range as yet, then you will probably want to try these varnishes. They are



easy to use, cover well and the finish is very fine. The varnish has been out before in bottle form, but these aerosol versions are easier to use and I have to say I prefer them.

Our thanks to Model Design Construction for the review samples.



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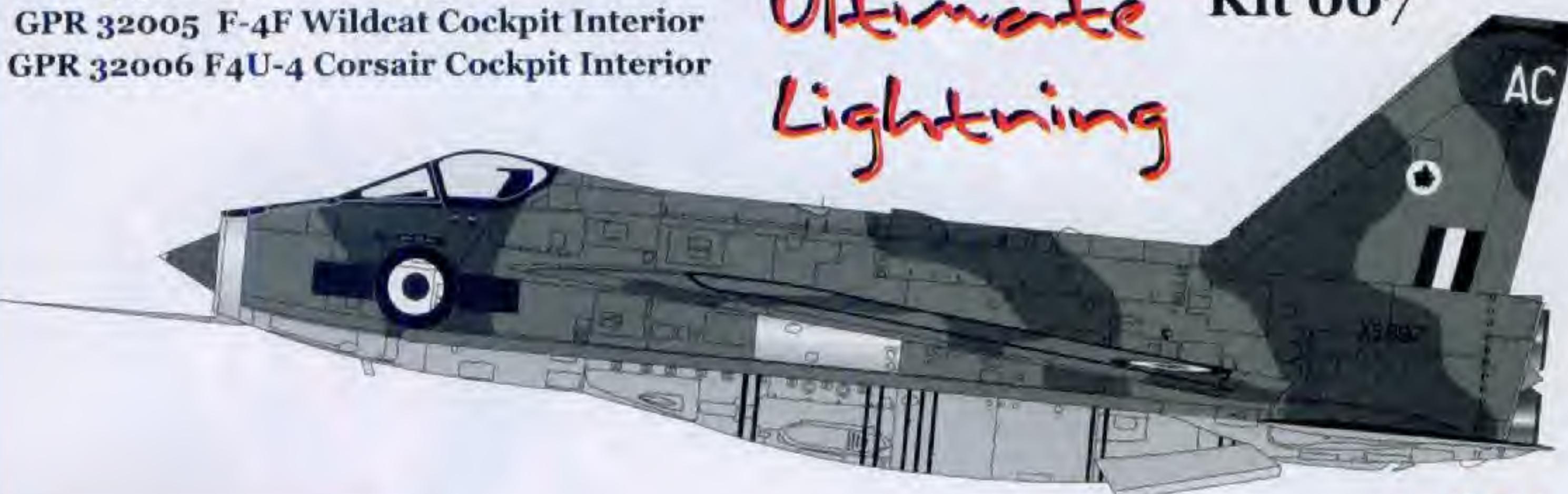
New!! New!! New!!
Grand Phoenix

1/32 scale resin cockpit interior
GPR 32005 F-4F Wildcat Cockpit Interior
GPR 32006 F4U-4 Corsair Cockpit Interior

Anywhere, anytime.....

1/48th scale

Ultimate Lightning Kit 007



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Aires resin includes intake, full cockpit, wheel wells, 5 bull pup missiles with tracking pod, a terrific decal set with 3 beautiful color schemes.

1/48th scale

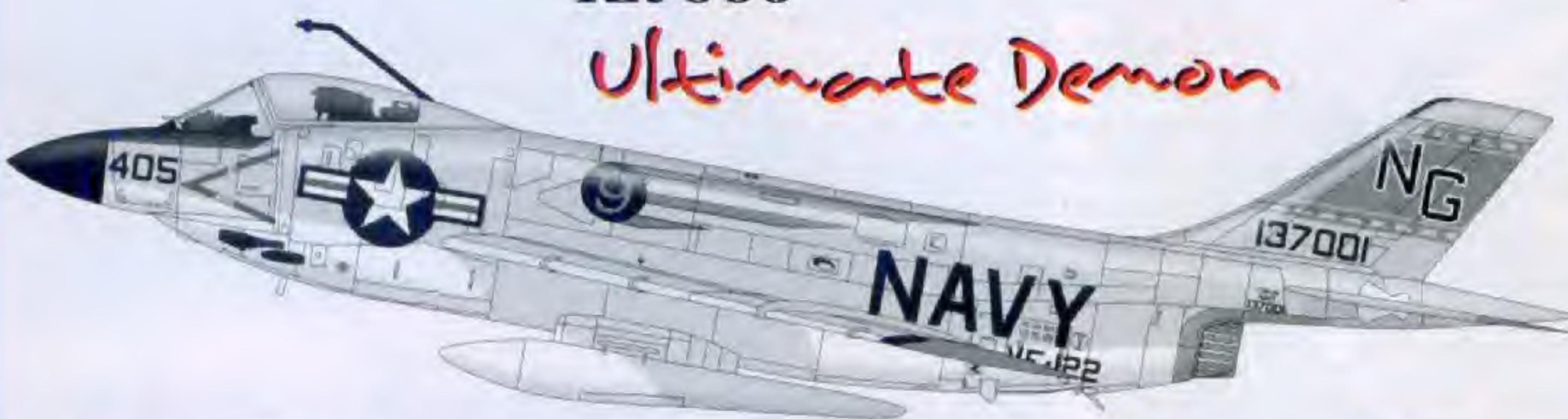
Kit 004



1/48th scale

Kit 006

Ultimate Demon



Aires resin includes the cockpit, exhaust nozzles and wheel wells, a terrific set of AMD decals, with 2 choices, canopy paint mask, photoetch and more.

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Fighting Tomahawk

by Steve A. Evans



The Curtiss P-40 is one of history's ignored heroes, like the British Hawker Hurricane for the RAF; the P-40 was the real workhorse of the USAAC during the early war years, that was later overshadowed by its more glamourous and photogenic stablemates. Without the steadfast performance of both the Warhawk and the Hurricane, history might have been very different indeed.

The P-40 was a direct descendant of the P-36, or Hawk 75, replacing the Pratt and Whitney R1830 radial engine with the newly available Allison liquid cooled V-1710-19 of 1,160hp. The new XP-40 was virtually identical to the earlier Hawks apart from the new engine installation and its associated cooling system. First flight was on October 14th 1938 but performance was much poorer than expected, a problem simply solved, by moving the radiator from under the rear fuselage to a position under the engine.

In a fly-off with the XP-38 and XP-39, the XP-40 was declared the winner and an immediate production order was placed for 524 machines, deliveries of which began in May 1940.

As with all combat aircraft, the P-40 went through a whole series of detail changes to improve performance and survivability and an order for 230 Hawk 81 aircraft was placed for the French. The first 140 of these were eventually delivered, not to France, but to Britain where they were put into service with non-front line units as the Tomahawk Mk I, Ia and Ib.

The next model, the P-40B, incorporated a number of modifications, including armour, self-sealing fuel tanks and additional wing guns. Curtiss bought back 100 of these uprated aircraft (Hawk 81-A-2 to the company) to be supplied to the Chinese Nationalist Government, for use by the newly formed American Volunteer Group. They formed three squadrons, the 1st Pursuit (Adam and

1:32 SCALE Curtiss P-40B Warhawk (Tomahawk Mk IIa)



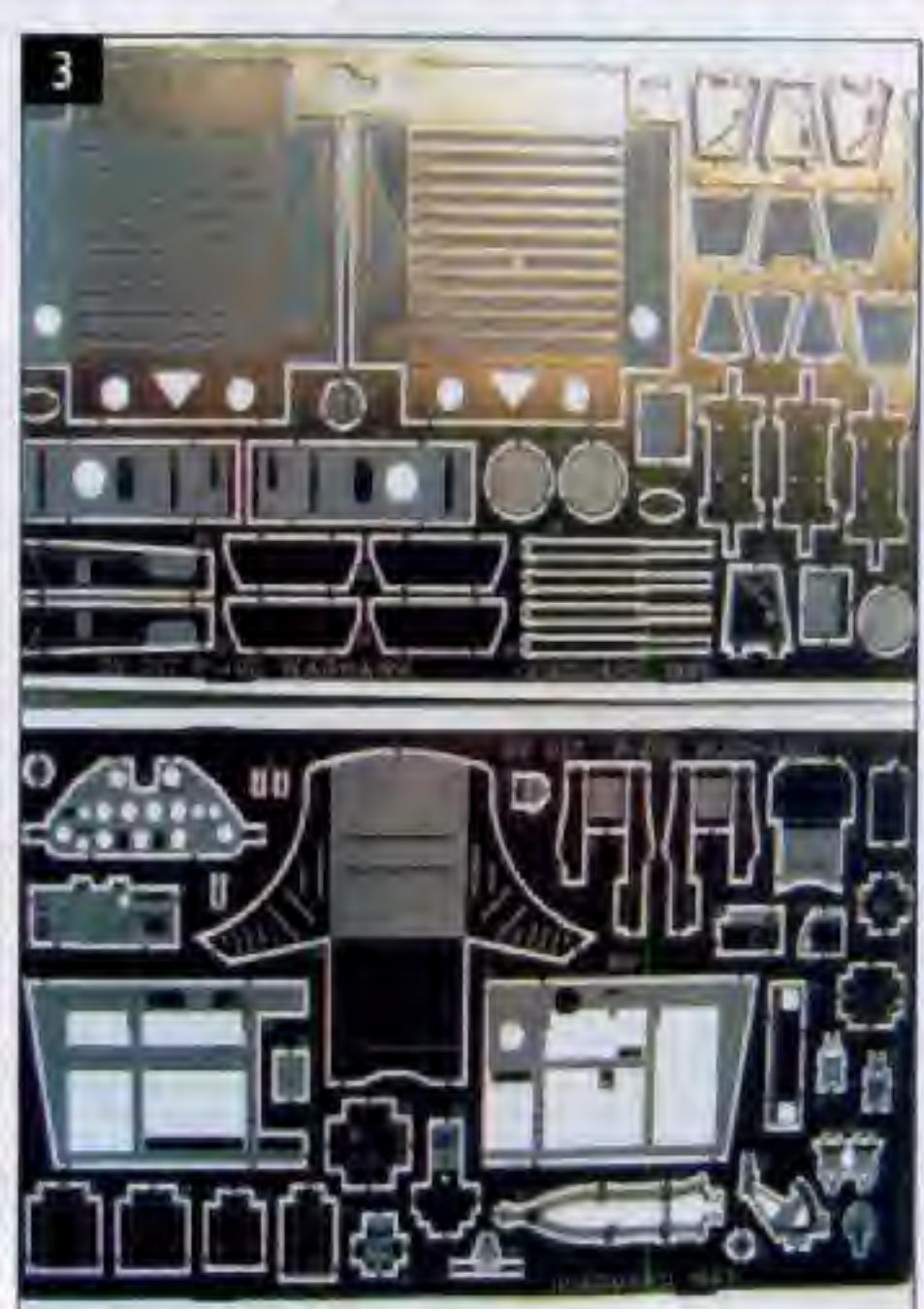
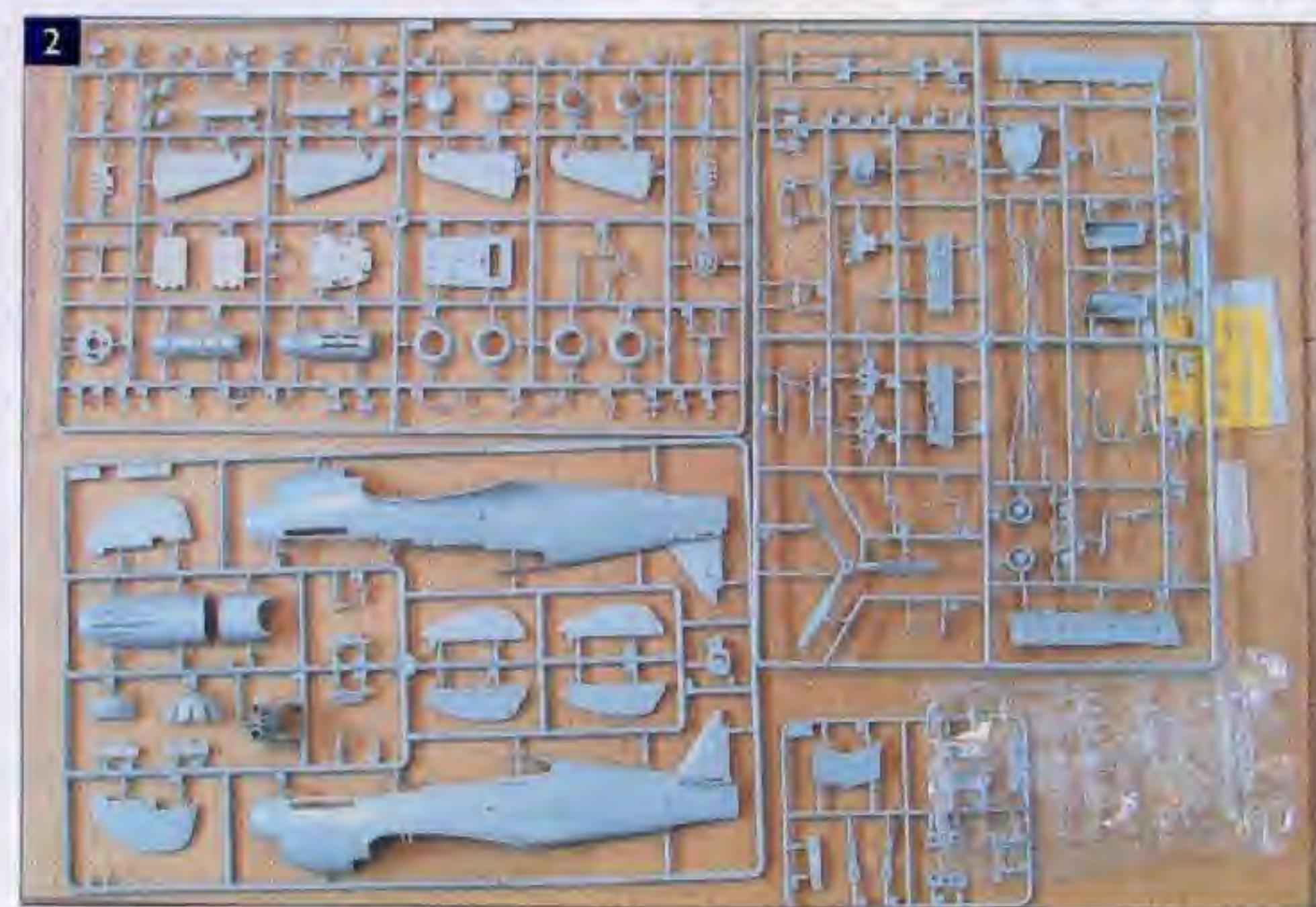
Curtiss P-40B Warhawk (Tomahawk Mk IIa)

Scale: 1/32nd
Kit No: 02228
Price: £27.95
Panel Lines: Recessed ✓
Status: New Tooling ✓

Type: Injection Moulded Plastic, Etched Brass & Acetate Film
Decal Options: 2
Manufacturer: Trumpeter
UK Importer: Pocketbond Ltd

Eve) the 2nd. (Panda Bears) and the 3rd (Hells Angels). Copying the RAF No.112 Sqn. Tomahawks, the AVG aircraft soon appeared with their distinctive sharksmouth.

Dubbed as the 'Flying Tigers' by the American Press Corps, Walt Disney was asked, by the China Defence Supplies in Washington, to design the now



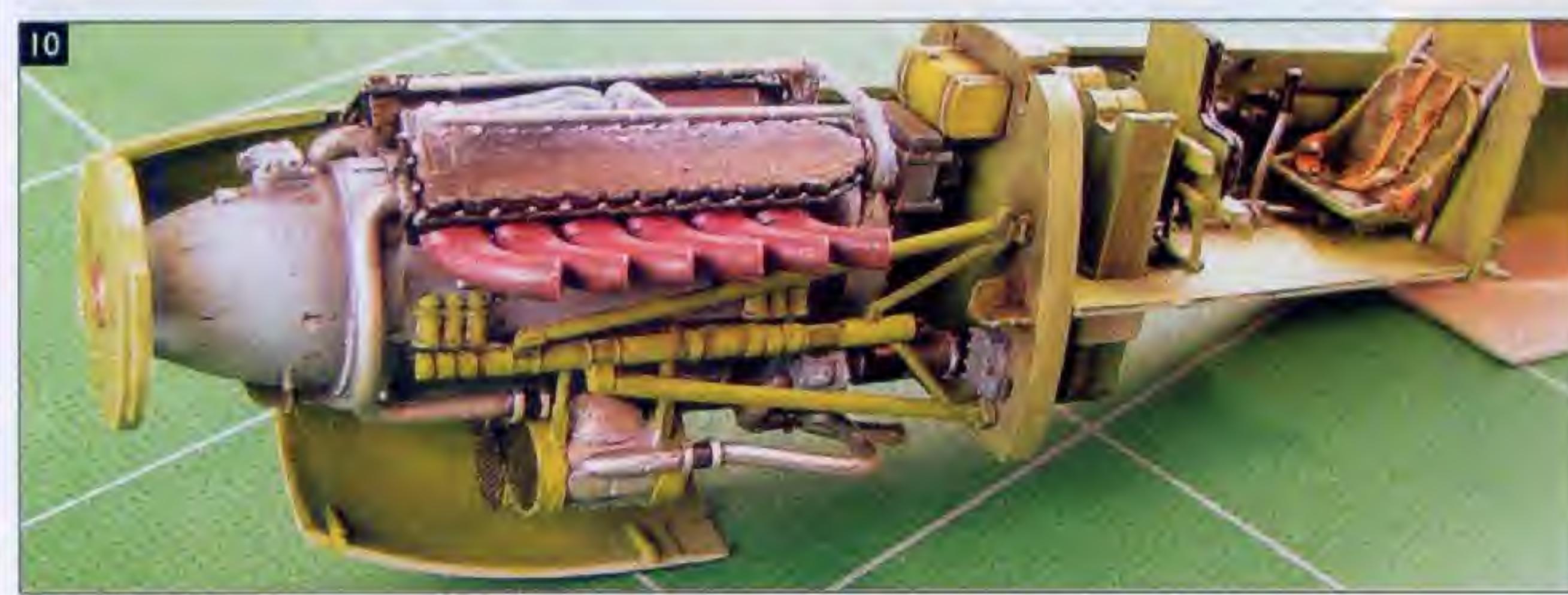
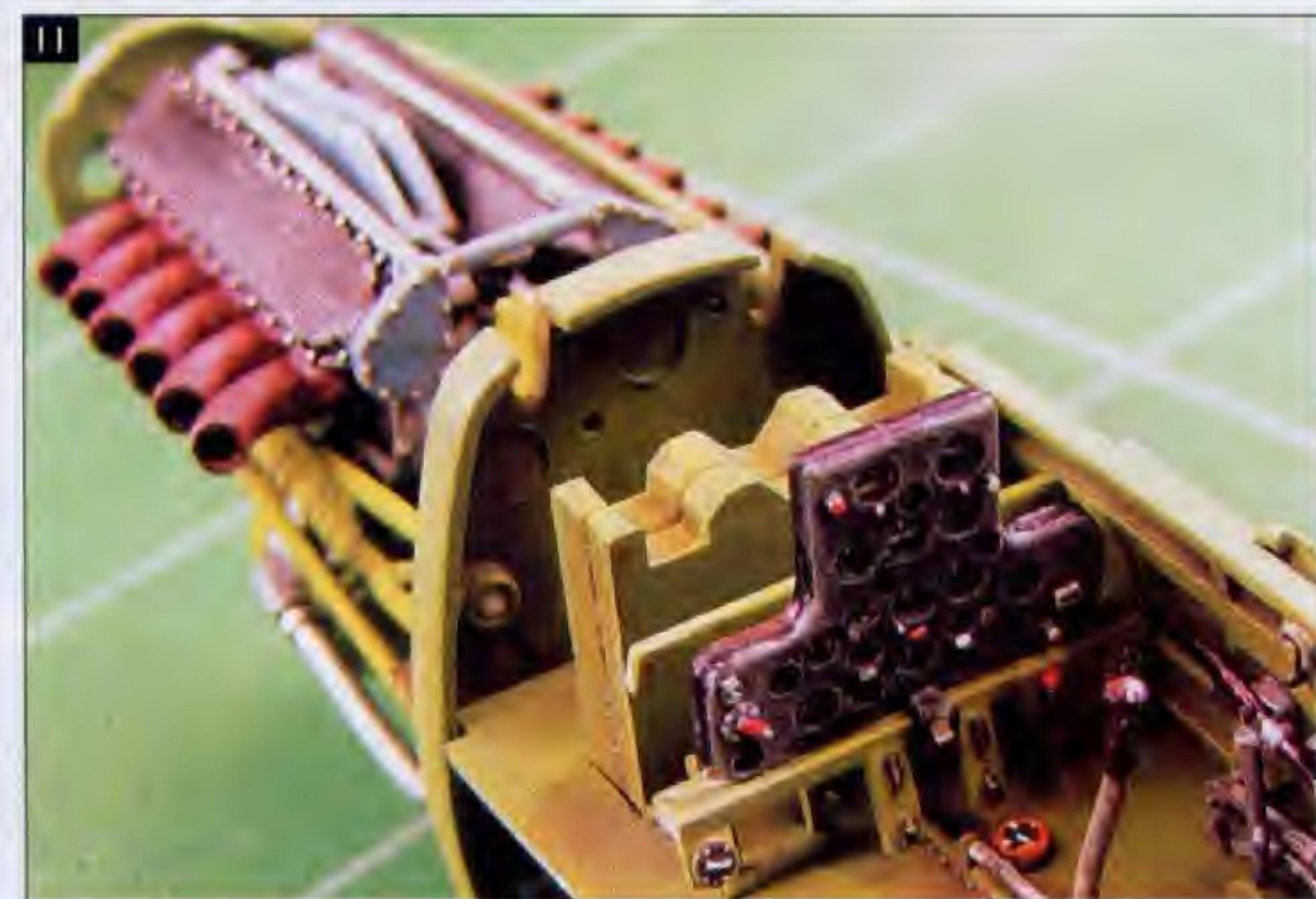
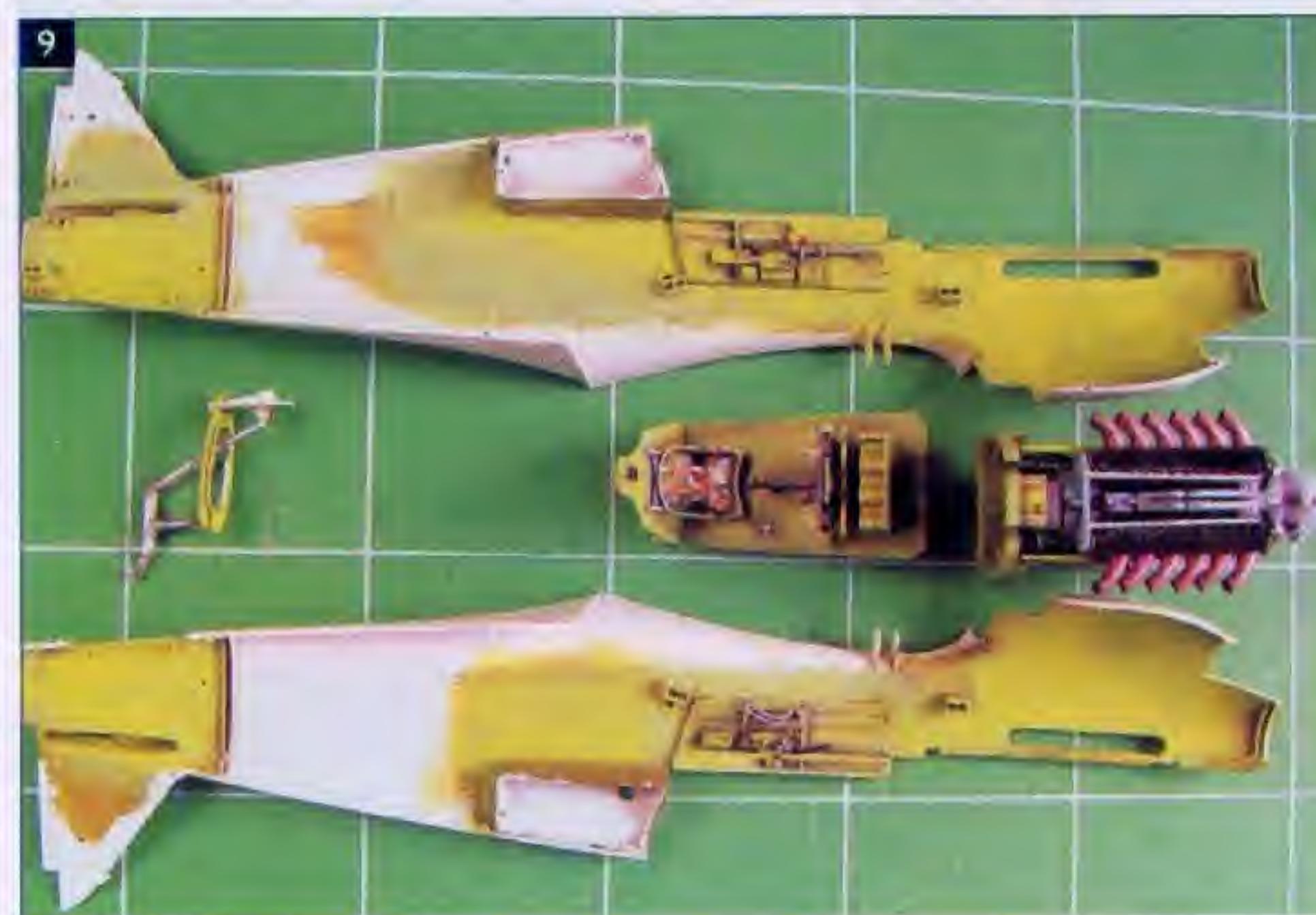
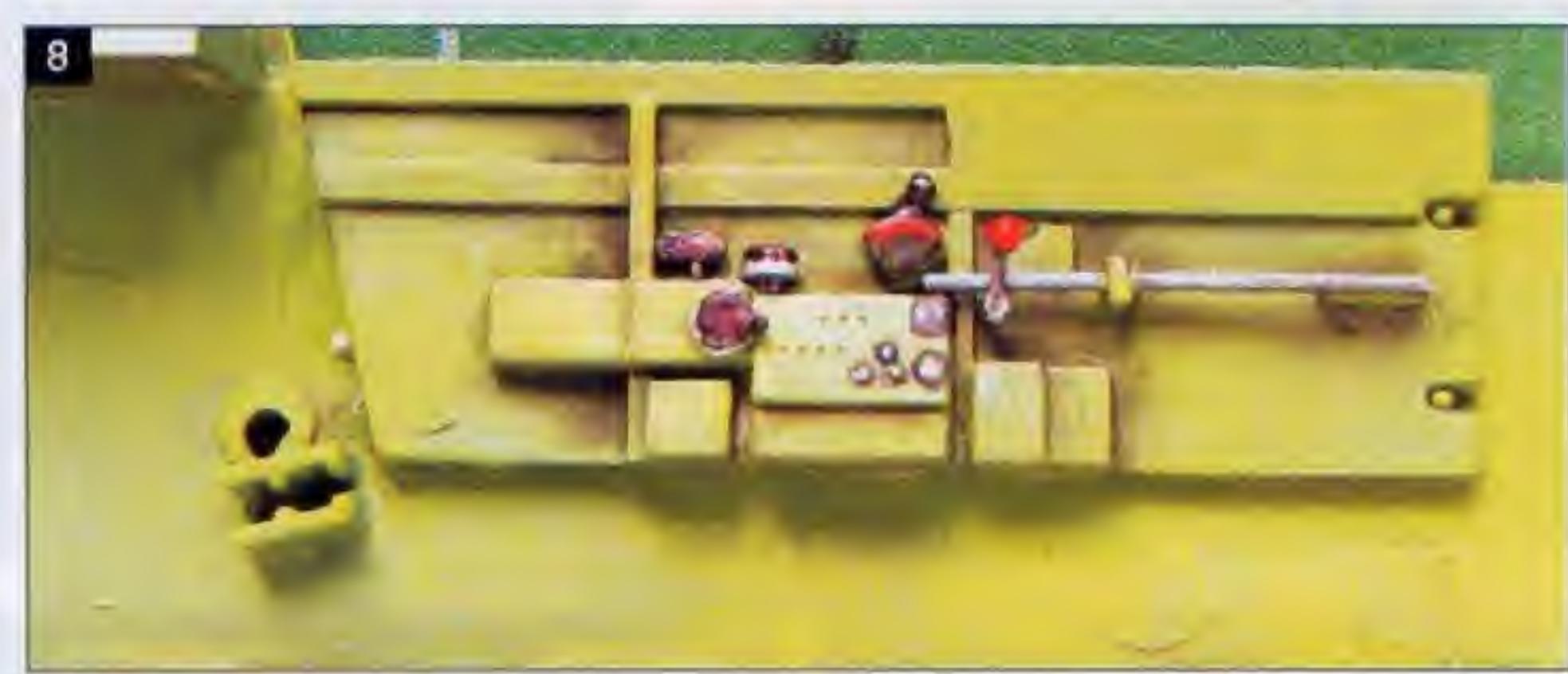
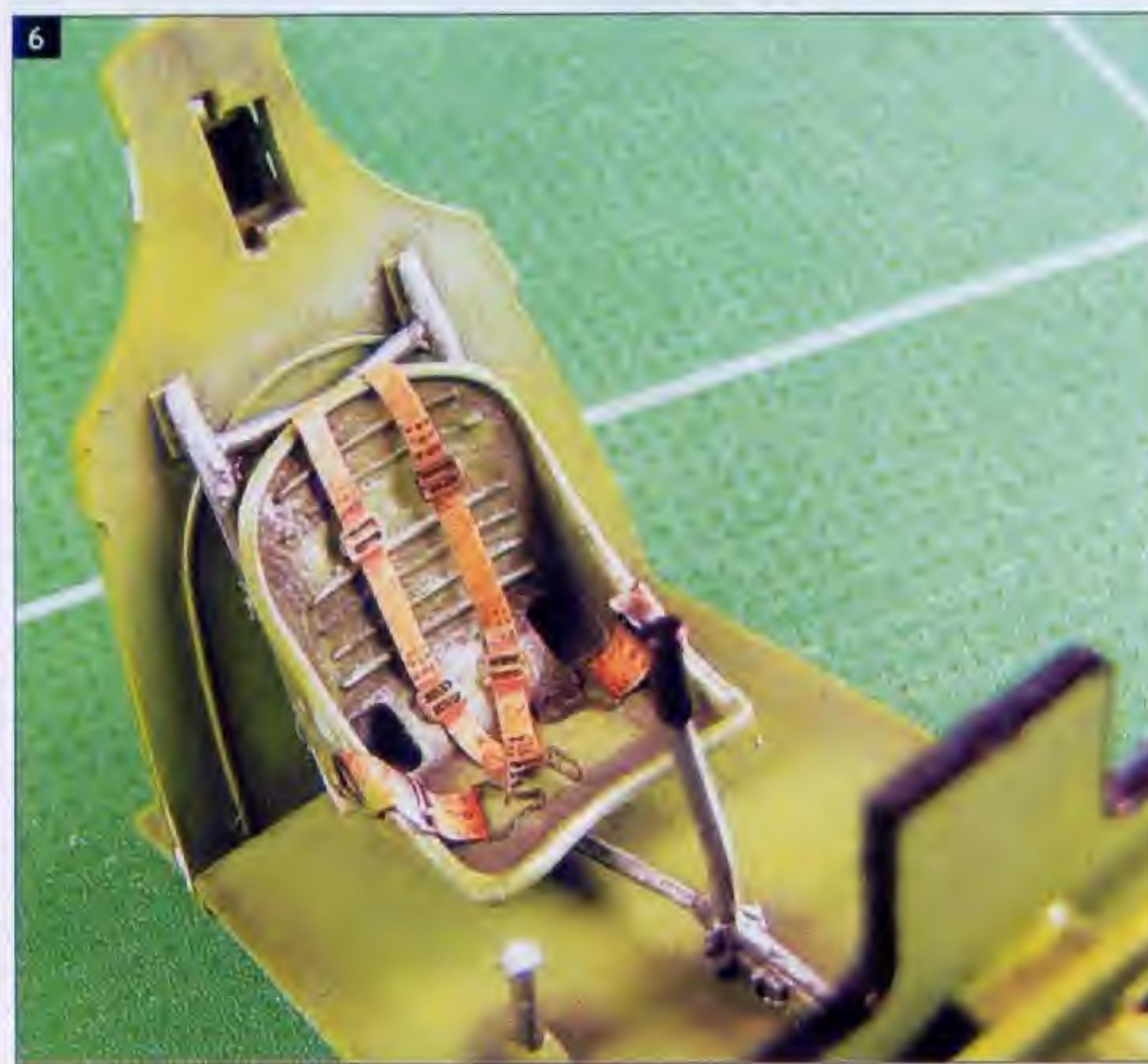
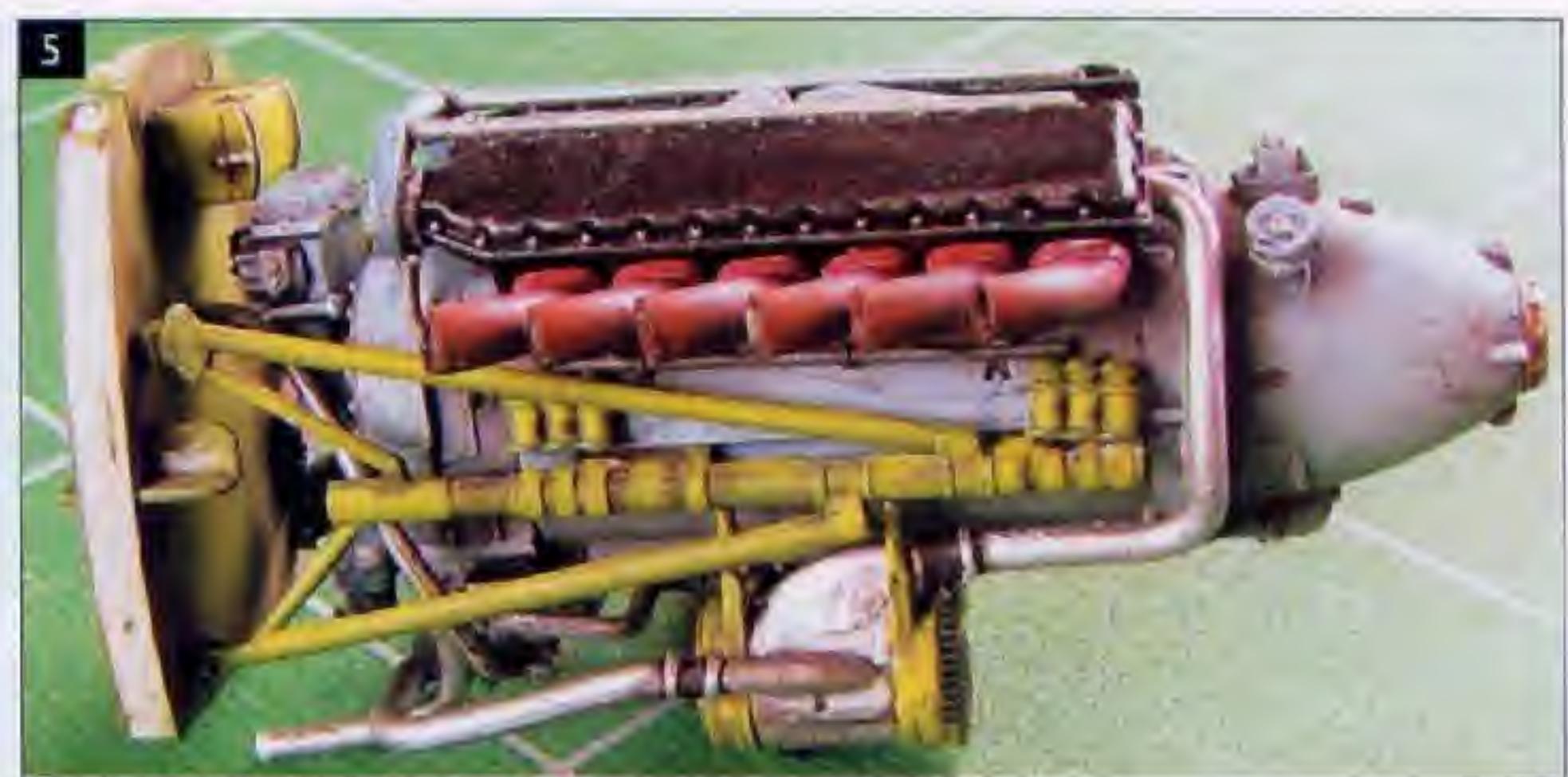
1/32nd Scale

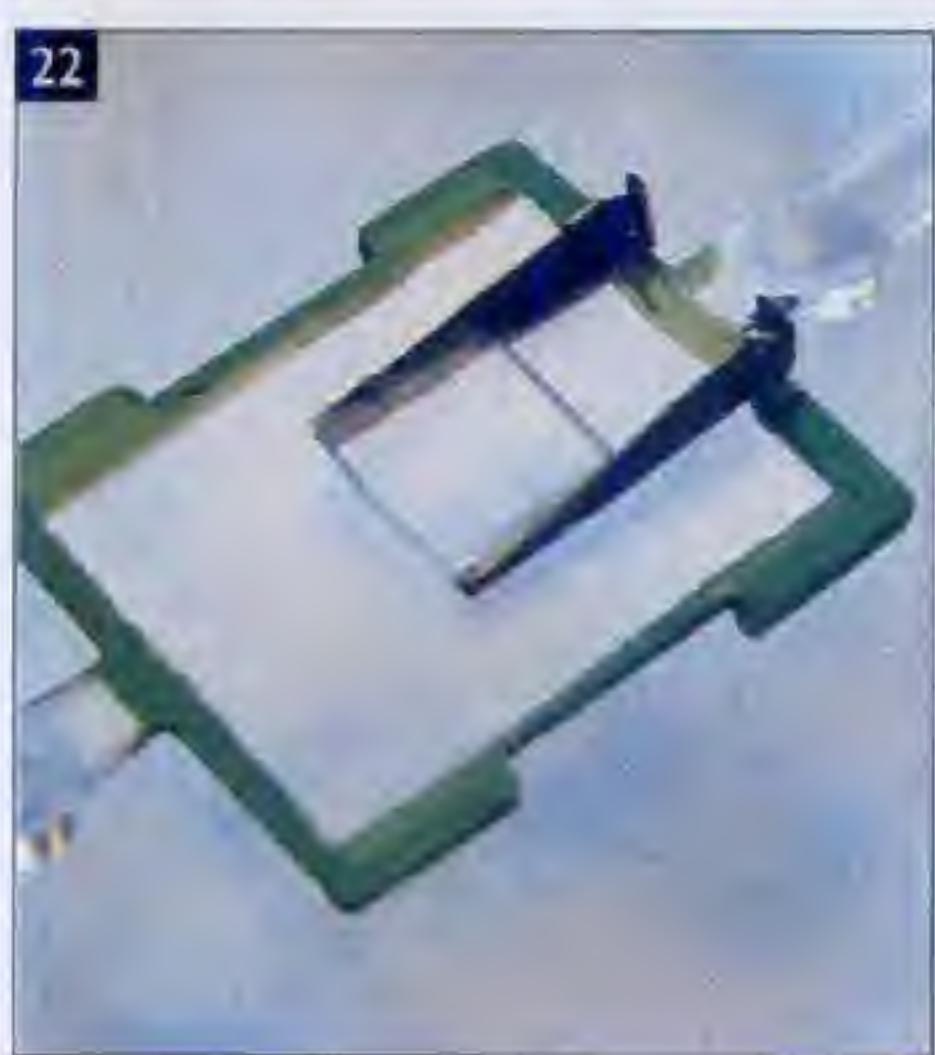
Manufactured by



Imported in UK by







famous winged tiger (originally shown flying through a large 'V' for victory). This was applied to many of the AVG aircraft as a one-piece decal in the last few months of their existence, before being disbanded in July 1942.

The P-40 of course continued in service for the rest of the war, undergoing a series of upgrades and improvements and even though it never attained the glamour of some of the other aircraft that served with it, it was always one of the most dependable and respected.

The Kit

This kit comes in Trumpeter's standard, sturdy cardboard box with some half decent artwork on the lid and a couple of colour profiles on one side and a short descriptive piece. The lid artwork is of the British Tomahawk IIa (See Photo 1).

The kit itself comes on 4 large sprues and one small sprue of light grey plastic, one sprue of transparencies and a small, etched fret (See Photo 2). The grey plastic is hard and well formed, a little on the brittle side but with no visible sink holes or deformities. There is a fair amount of flash around most of the smaller kit parts but nothing too serious and all the detail work is well moulded, the panel lines being nicely engraved, crisp and even in their application. A couple of things do spring out at you though, the first is the rather heavy rivet detail on all the external surfaces (hopefully to be half hidden under the paint) and the second is that the fabric covered control surfaces do seem to be a bit overdone.

The transparencies are also well moulded in thick but none the less very clear plastic, although again it does seem a little brittle, one of the side windows already being cracked on the sprue. They are at least separately bagged, keeping them from being scrapped or damaged by the other parts.

The kit etched fret contains parts for the seat belts, ring and post sights, and engine radiator grills. There is also a little metal rod for use as the rudder hinge.

I also had an Eduard etched fret, (See Photo 3) but although not strictly for this mark of P-40 (it's actually for the E variant) there were enough pieces on there to make it worth while using. Once again the Eduard parts are exceptionally well-produced, little marvels of engineering each and every piece. I, like many others, have used plenty of Eduard etched frets in the past and have never ceased to be amazed at their quality and this one is no exception.

The remainder of the box space is taken up with the single decal sheet and the instruction booklet.

Instructions

The Trumpeter instructions come in an A4, landscape format, booklet of 12 pages. They are well drawn and well printed, with clear diagrams and directions, including detail paint instructions.

Page 1 has a black and white profile of a British Tomahawk and a read before assembly bit, as well as the customary notes on decal application and the instruction symbols used in the diagrams.

Page 2 shows a complete sprue layout as well as detailing the etched parts and the additional metal bar and acetate instrument panel.

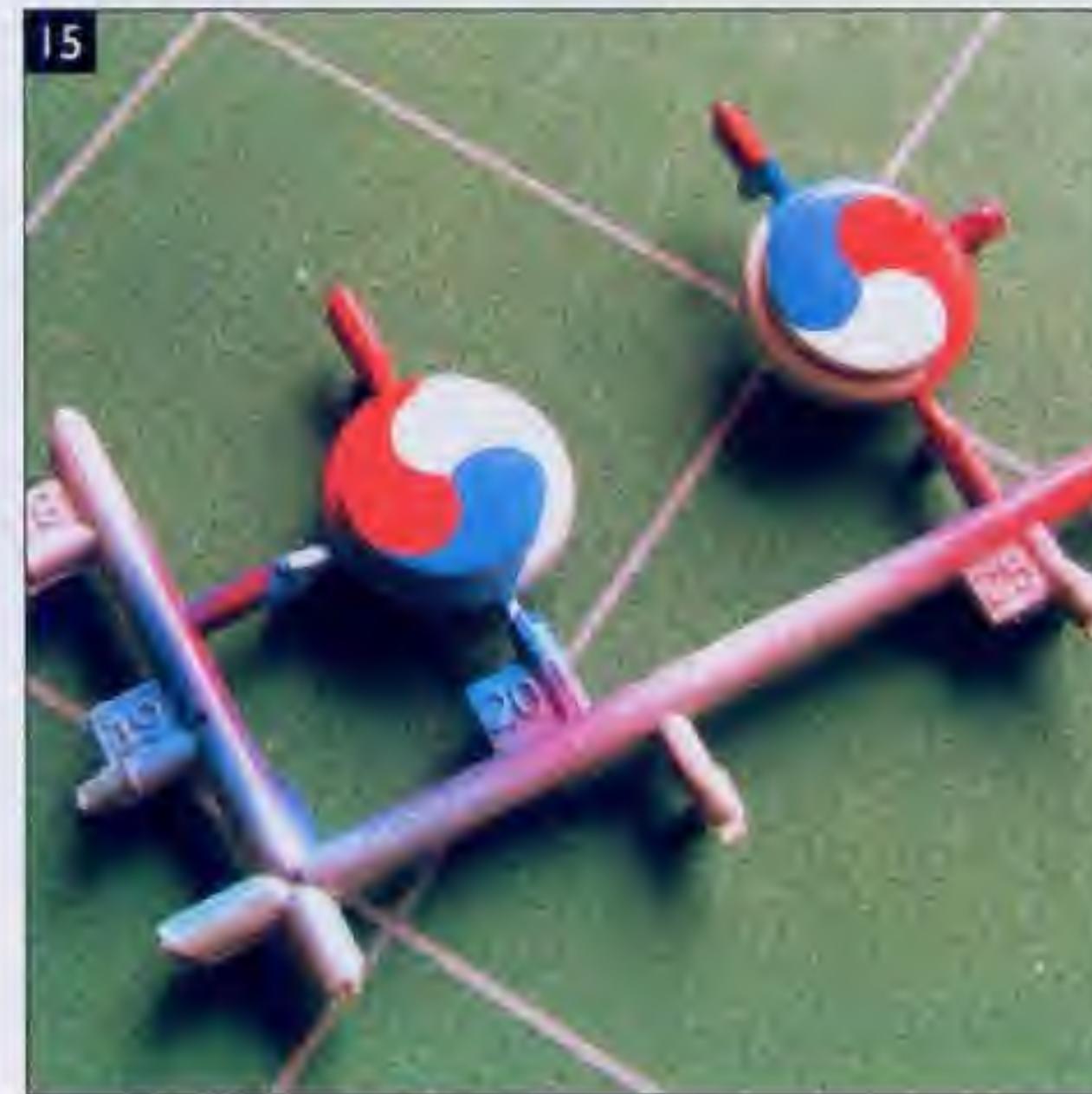
Pages 3 to 11 cover the actual construction whilst page 12 is the marking and painting guide, all in black and white.

Even though the instructions are perfectly adequate, I thought that some of the smaller parts' location was a bit vague and the painting guide is a sombre monochrome affair, looking to me at least, a bit drab and lifeless.

Construction

I pretty much followed the instructions to begin with and started the build process with the engine.

This is a complex, multi-stage assembly, consisting of 74 parts which pretty much goes together as shown although it is a curious half-way-house, not really detailed enough in this scale, with a whole host of tubes, wires and fittings that should be there but aren't. The parts nearly all have flash on them to some degree or another and all require careful trimming and trial fitting to get a good fit. One set of parts that is a particular nightmare are the exhaust stubs, each of which is made up of two parts that just don't fit together that well and are a poor match. To be honest I think Trumpeter would have done better moulding these as single items and leaving it up to the modeller to hollow them out as they saw fit. That would have been a darned sight more preferable than having to go through the



nauseous process of trimming and fitting each part, filling each tiny assembly's poor joints and then shaping to fit the main engine block.

Engine painting is pretty straightforward, the main cast aluminium engine block being a medium blue-grey with black or aluminium, pipes and fittings. Some of the pipes, those leading to and from the radiators, have sections of flexible tubing on the real aircraft, which I simulated by painting the appropriate area matt black, then wrapping a thin strip of self-adhesive aluminium 'speed tape' at either end to represent the 'P'-clip attachments (See Photo 4). These main coolant pipes run from the

chin radiator to the front of the cylinder heads and back to the pump assembly at the rear of the engine block. The remainder of the engine support members and fittings are all Interior Green.

Once built up it does look quite good especially with some of the details picked out in silver and the deeper recesses given a dusting of black pastels, but it could still do with some serious detailing... Mr. Eduard are you listening? (See Photo 5).

Moving on to the cockpit, this structure is made up of 40 parts, including sidewall detailing and instrument panel, whose instrument dials and faces are represented by an acetate film that you have to trap between the panel facia and the backing panel. This actually works quite well but you have to be very precise indeed with the positioning of the acetate or the dials don't show up too well. The backing panel has to be painted white to show the dials off.

Painting is straightforward Interior Green, but if there is a difficult way to do things then you can be sure that I do it that way. I always start with a much darker green Humbrol 86 Light Olive in this case, followed by a heavy dry brushing (or a light wet brushing however you want to look at it) of Humbrol 78 Cockpit Green, followed by a drybrushing of Humbrol 120 mixed with 20% Yellow and 10% white, I also use this mixture to pick out the rib and former details before working in some dark grey pastels into the recesses. This gives a lovely depth to the paintwork, even though it is a bit drawn out. Once dry it is time to do all the details, which are picked out in black for most of the boxes and fittings, although a few are aluminium, with red, yellow and white being used for the handles and switches and a heavy dry brush of aluminium on the seat and its support rail, with a set of Eduard seat belts from the E detail set to finish off (See Photos 6, 7 & 8).

Here again though there are noticeable deficiencies. The little fuel gauge that sits on the top of the under floor fuel tank, the electrical wiring on the starboard cockpit wall and the back of the instrument panel are completely flat and featureless. Considering the fact that the upper forward fuselage cowling is designed in this kit to be removable, this last point is disappointing as this is something that could be seen. So I made a fuel gauge out of some cut-down sprue and the electrical wire is black painted stretched sprue, but the back of the



instrument panel I ignored knowing I would probably have the cowling panel fixed.

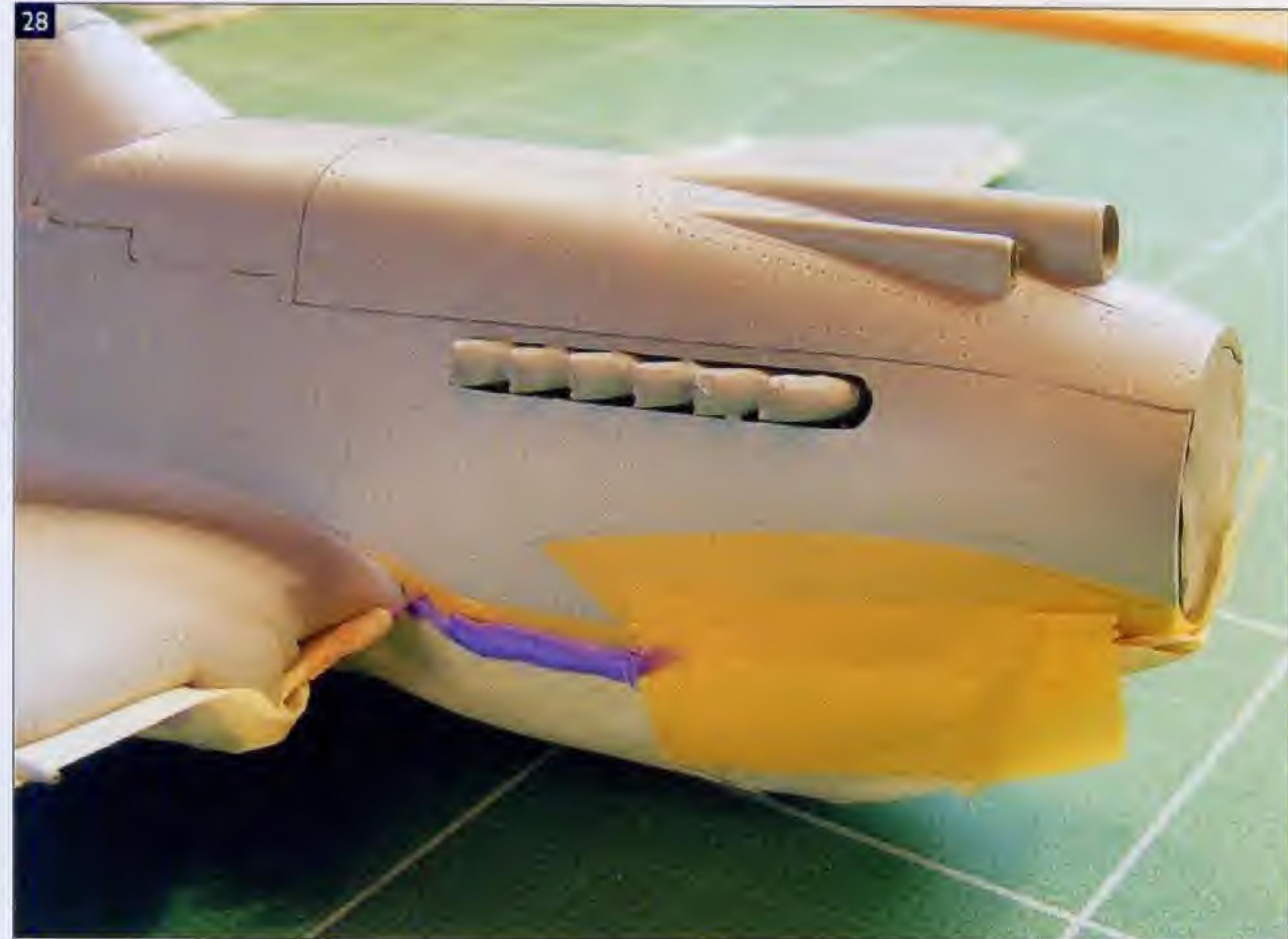
One thing that occurred to me as I was building both the engine and the cockpit interior is how well laid out the sprues are. The numbering system is logical and well presented, if part No.1 is at the top left then part No.51 is at bottom right reading just like a page out of a book from left to right and top to bottom making the individual parts easy to find.

Once both the cockpit and the power plant are built (See Photo 9) they are located into the right hand fuselage half (See Photo 10 & 11) and the two sides are closed up around them (as well as the tail wheel assemble). The assembly location is positive and the fit of the two large injection mouldings is excellent. The rudder, built as a separate assembly, has to be located at this time as well (See Photo 12). With these parts taped up the whole thing is set aside to dry and attention turns to the wings.

The wings proved to be entirely straightforward with no pitfalls or difficulties, the instructions of how to construct the wheel bays are easily followed and the whole lot goes together without any fit or form problems at all. The only areas that are worthy of any other mention are the small central fuselage fillets that fit into the lower fuselage (parts F1 & PE1 in the kit). This bit fits fine but leaves a gap under the central wing section so that with the flaps down you can see straight through from either side. A quick addition of a couple of small bulkheads made from offcuts cures that problem (See Photo 13). Other bits that did disappoint me are the wing guns, which have nice breech detailing but no vented jackets around the barrels. I know that technically this kit is a actually a Tomahawk Mk IIA and not a Hawk 81-A-2 as used by the AVG as I was going to build it, but I'm pretty certain that the wing guns were the same and should have had vented gun barrels.

The wings, once set and trimmed of a slight mismatch along the leading edge, were set into place and taped up to get the correct dihedral (See Photo 14).

Whilst this bit was put a way to dry overnight, I turned my attention to doing a few detail bits to make it more



of the Eduard etched fret (See Photo 16). The fuel filler caps in the rear left hand cockpit have little tabs put onto them, once again spare parts from an Eduard fret (See Photo 17). In the forward lower fuselage just aft of the radiator exhaust is a small pair of fuel drain pipes, made from two different diameters of stretched sprue, the forward one being slightly smaller and a cartridge ejection chute just aft of it. The deflector plate for this chute is a simple piece of plasticard cut and shaped to fit the curve of the lower fuselage (See Photos 18 & 19).

The pitot probe has to be altered to the British pattern cranked look, a simple matter of stretched sprue, then next up is the reflector gun sight fitted to many of the AVG aircraft, although I don't believe this was standard equipment for all P-40B's, made

odd angles to give it a bit of movement, all the various holes and compartments were bunged up and the canopy masked off and fitted in preparation for paint.

A Quick Note About AVG Colours

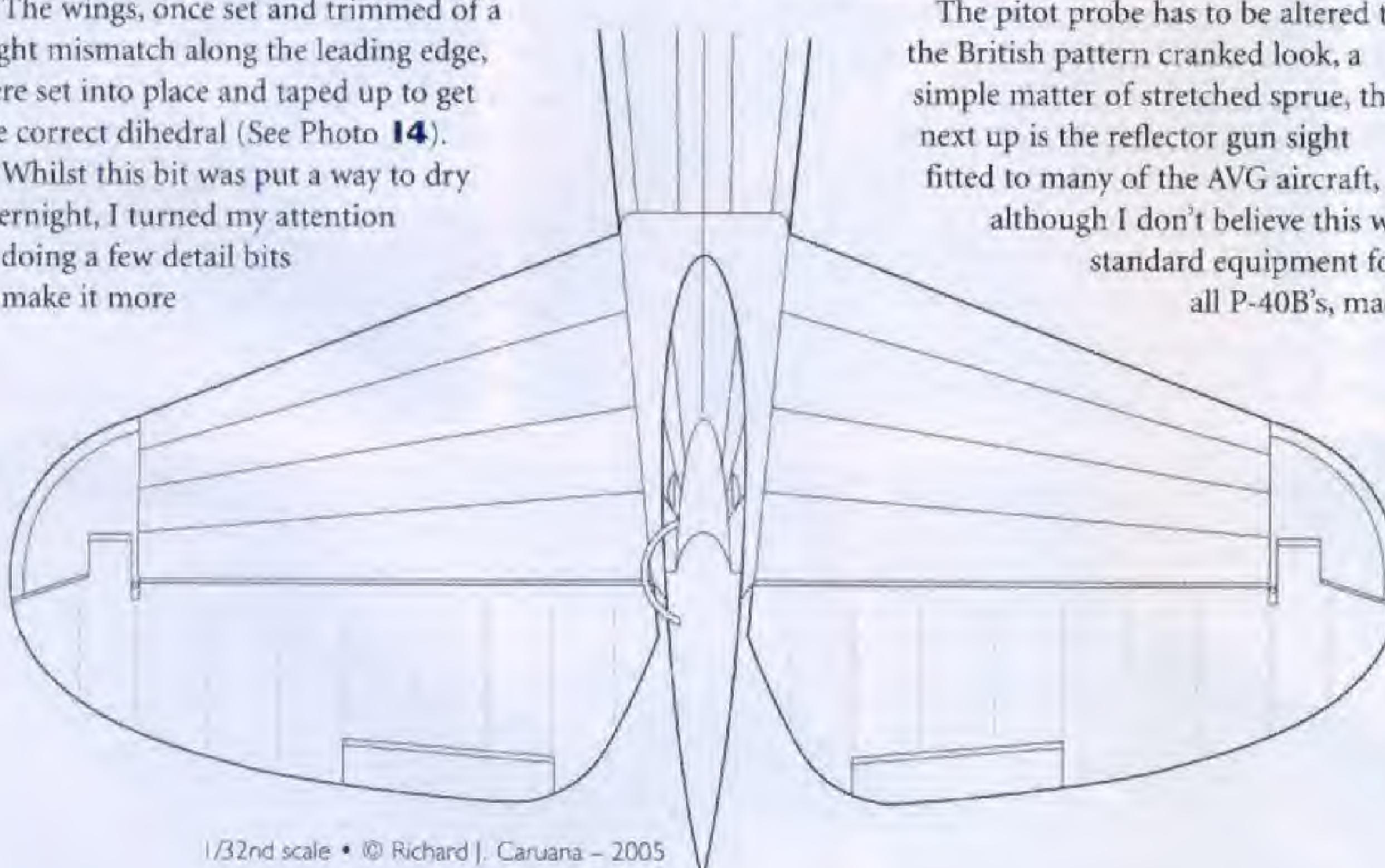
The first aircraft received by the AVG were originally going to be purchased by the British, because of which, they were painted in the British colours of Dark Earth, Dark Green and Sky. However the Curtiss factory had no stocks of the British paints so it used the Du-Pont paints that were roughly the same shaded. The Dark Earth was Du-Pont 71-065 (Dark Brown) and the Dark Green was Du-Pont 71-013 (Dark Green). The Sky colour was something of a problem, however, being an odd greenish blue/grey, and Du-Pont had nothing even close. It is probable that Curtiss used FS 16473 Aircraft Grey, which has a blue-green hue to it, however this is where the controversy starts, because some colour pictures show a much bluer tint. Whether this is from the film type itself or the way in which the film had deteriorated over time or the reproduction process adding its own tinge, is open to debate. My own take of this is somewhere around Humbrol, Light Aircraft Grey or Tamiya XF19 Sky Grey, but there really is no definite answer.

Colour Options

The two colour options in the box are actually a good pairing, one British in standard Dark Green/Dark Earth/Sky camouflage (with an interesting 3/4 black port wing on the underside) and an American Olive Drab/Neutral Grey scheme. However as I was going to use the Cutting Edge AVG decals I consigned the standard sheet to the spares box.

The AVG aircraft, as I said earlier, is a nearly British application of the Dark Green and Dark Earth but with the added interest of the Chinese markings and of course those wonderful shark mouths.

First job is a couple of coats of Halfords grey acrylic primer (See Photo 24), then a quick rub down and it's on with the real colours. Starting with the underside I used Humbrol 166, two coats of which give a good even surface (See Photo 25), remembering to take the colour up the sides of the chin radiator to cater for the shark's mouth background. A few dabs with the pastels along the panel lines and some darker greys and browns around the cartridge ejector chutes and radiator



1/32nd scale • © Richard J. Caruana - 2005

of the Flying Tiger it was supposed to represent, the Hawk 81-A-2 of R.T. Smith.

The wheel hubs of this aircraft are painted with the three colours of the different squadrons within the AVG, red, blue and white, in a kind of swirling, yin-yang type pattern so I masked them off, drew on the pattern and hey-presto! (See Photo 15) My first obvious mistake. Not only did I manage to use the wrong colour blue, (it should be more blue-grey) but I also entirely forgot that the pattern runs in different directions, the right hand wheel hub having a clockwise pattern, while the left hand runs anti-clockwise. Oh well, nothing that a touch of repainting can't cure.

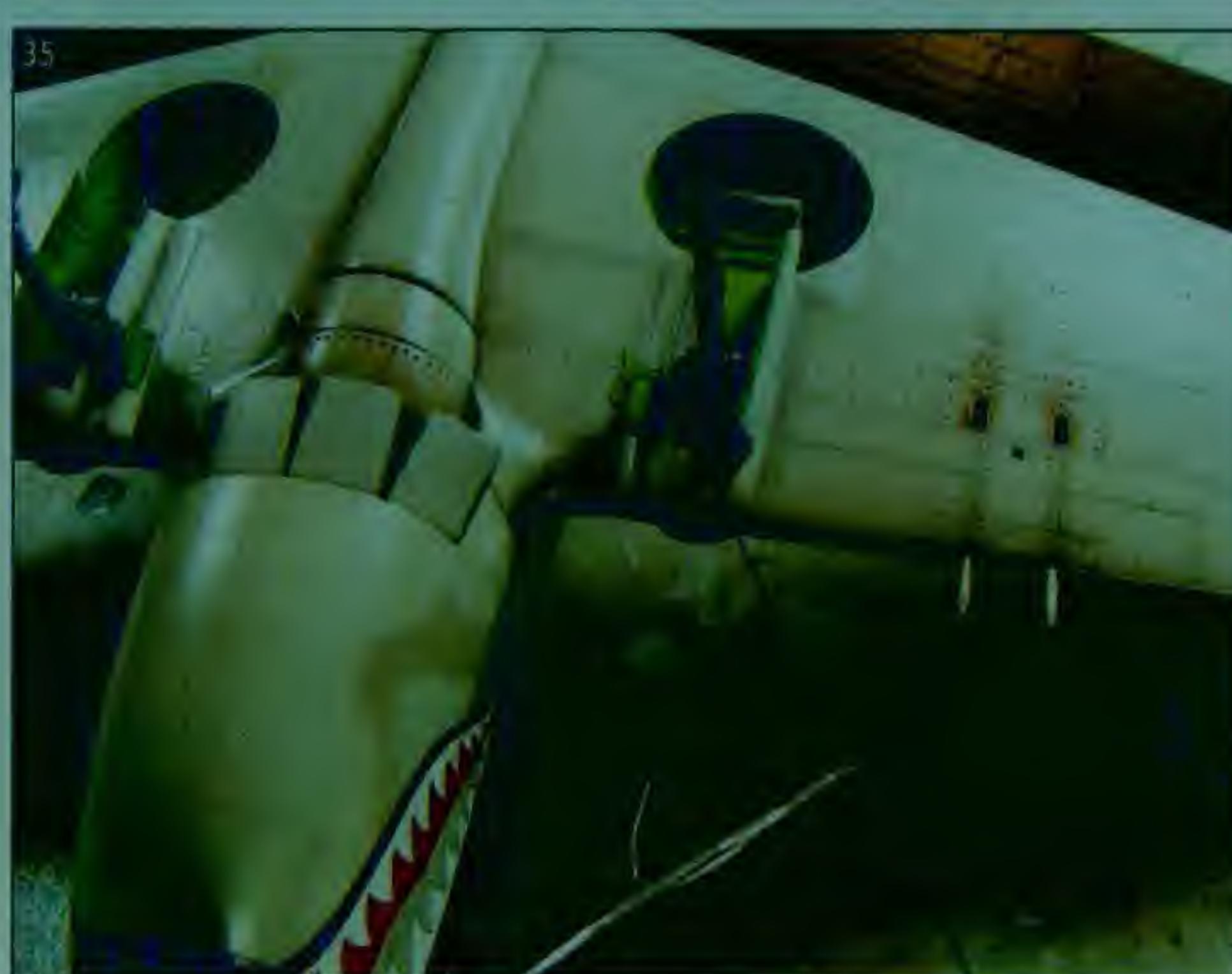
Anyway, other details; a small data plate in the rear of the starboard cockpit made from a tiny rectangle

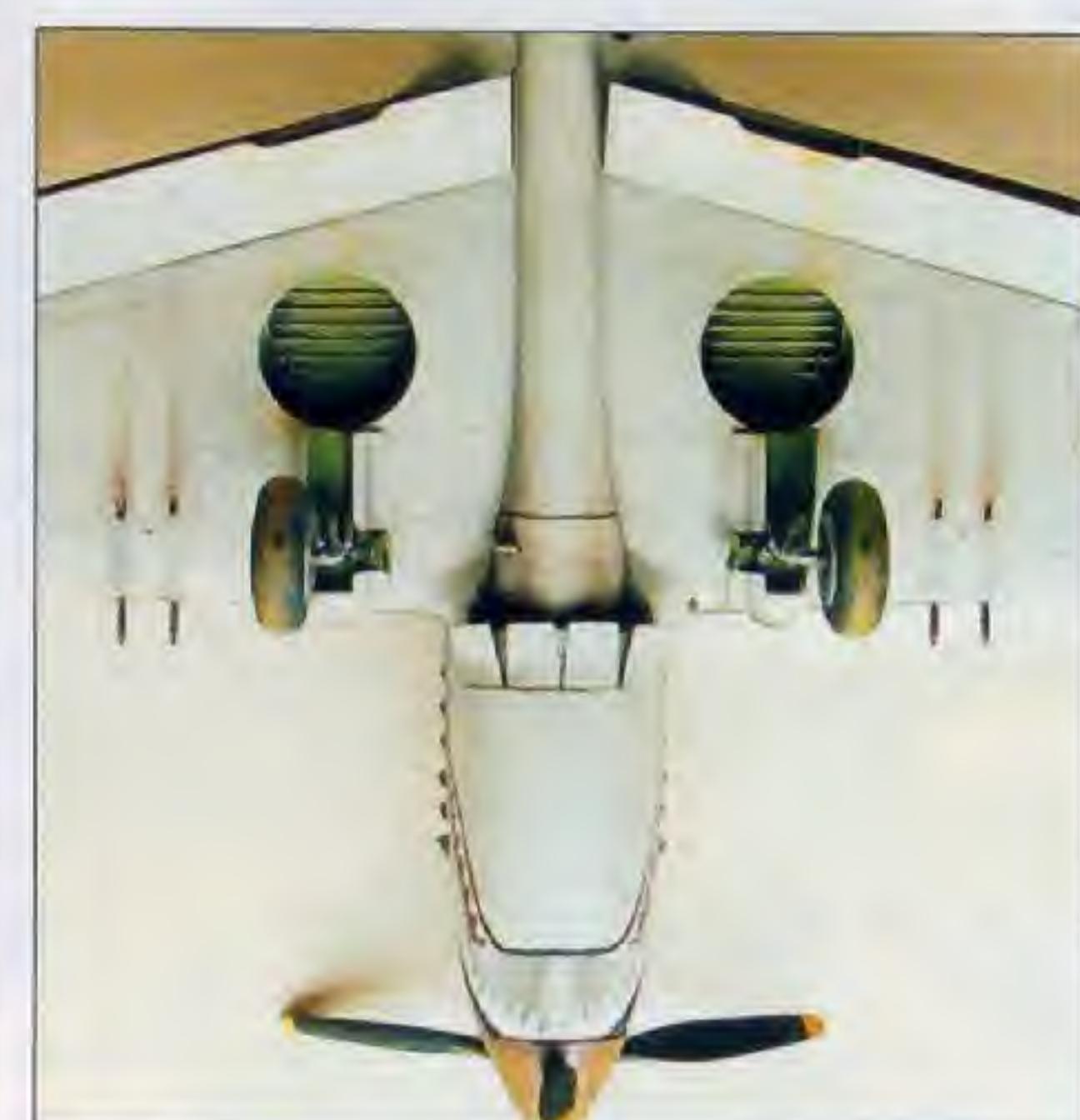
from, once again, offcuts from an Eduard set and a slice of clear acetate sheet, it is then attached to the armoured glass section that fits into the windscreens (See Photo 20, 21 & 22).

Also on R. T. Smith's aircraft is a small repair patch on the right hand side of the vertical fin. Cut and shaped from 10 thou plasticard this was carefully positioned according to photographs and then some rivet detail applied (I know it's a little uneven but I hoped the paint would disguise that) (See Photo 23).

The horizontal tailplane, fitted during the detailing, was a perfect fit needing no filler although the fuselage and wing joints did, nothing serious mind you, more cosmetic than anything else

All the flying control surfaces were attached, at





exhausts, saw the lower surface pretty much complete (See Photo 26). You might notice some lighter grey patches under the port wing and elsewhere on the finished kit. These are following the photographs of Hawk #77, which show areas of lighter colour, probably repainted areas of minor damage (Humbrol 147 is an excellent contrast). The undersides were then masked off in preparation for the camouflage (See Photo 27), including the area for the shark's mouth as the decal is completely clear at this area, instead of having the grey background already printed on it (See Photo 28).

Two coats of Humbrol 29 Dark Earth were then applied to the upper surface (See Photo 29) and allowed to dry before the pattern was masked off. This pattern is a very complex version of the American's version of British camouflage; I used plenty of reference photos and drawings to get it as close to the real thing for this aircraft as I could (See Photo 30).

A swift coat of Humbrol 30 Dark Green and I was ready for my favourite bit, peeling off the masking tape. I love that feeling of delight that comes from watching the colours and shapes appearing as if by magic as the tape is removed. Then it's out with the pastels again and it's time to dirty up the panel lines and exhaust stains (See Photo 31). From the available photographs it looks like the paintwork of the AVG aircraft stood up pretty well to the harsh climate, no doubt helped by the attentive ground crews, so this aircraft has very little chipping or damage (save for those lighter patches on the undersides). Then it was out with the Humbrol Clear Cote in readiness for those AVG decals.

Decals

In the box, as mentioned, are two aircraft, British and U.S.; the decals for these look quite good, being in perfect register and nice colours (an unusual

point here is the different roundels that appear on the underside of the British aircraft, being two different types), and even though I didn't use them, they at least look pretty good.

The Cutting Edge decals are, however, in a different class, as they should be of course. With two aircraft on offer in set #CED32054 P-40 B/C Part 4, both are 'Hells Angels' aircraft from the 3rd Pursuit Squadron; #94 (T. Haywood) and #77 (R. T. Smith). These decals are, quite frankly, gorgeous (See Photo

The sheet did include enough national insignia for the two aircraft so even though the sheet might cost £8.00 it's still pretty good value for money.

Final Assembly

OK, spot the mistake? No? Me neither till about now. The aircraft of the AVG 3rd Pursuit Squadron, all had a red stripe around the rear fuselage. I had assumed that this would be a decal on the sheet but how wrong was I. It wasn't until I actually sat back to look at the decals that I suddenly realised my rather foolish omission. With a sigh I got out the



32). The colours are vibrant and the printing and register is spot on, just look at that tiger! (See Photo 33) (It's such a pity I wasn't going to use them). They go on very nicely being thin but not too delicate and, as usual for Cutting Edge, react well with Micro Set and Sol solutions, setting down nicely without a trace of silvering. They are not perfect, however, as there are a couple of glaring omissions from the sheet. The first is the manufacturer's blade angle information on the propeller blades (in white or yellow for the AVG) and the second is the prominent 'Prestone' sticker on the upper engine cowling. Both were easily painted on but I would have preferred to have the decals.

masking tape and readied the airbrush. Easily remedied but still annoying!

Now with the markings and weathering complete it was time for some more detailed bits. These centred entirely around the undercarriage units. I made flexible brake hoses out of stretched poly sprue (a bit more temperamental to get right than the normal plastic sprues) (See Photo 34) cut to length and attached to the undercarriage strut with very thin strips of aluminium 'speed tape' (See Photo 35). Then the doors were attached and actuating struts put into place (once more courtesy of an Eduard spare set) (See Photo 36). After a couple of coats of Humbrol Matt Cote the cockpit transparencies were unmasks and the aerial wires attached.



I have a particular technique for this that is a little time consuming but provides a very strong joint for the 1.5lb fishing line I use. A tiny hole is drilled at the aerial attachment point and a stretched sprue plug is used to push the wire into the hole (See Photo 37), the plug is then glued and cut and the wire is securely trapped by the plug (See Photo 38). Smith's #77 also had a slight peculiarity where the wires are concerned. Instead of the standard wire running from the fin to the rear fuselage #77 had another insulator fitted to the fuselage and the aerial wire ran out to the right hand aerial running out to the wing tip (Photo 38 shows this feature reasonably well).

After drawing on the markings to make it look as if the machine gun barrels are vented (See Photo 39) and a swift dusting of yellow ochre pastels to give it a 'dusty' look, the AVG Hawk was complete.

Accuracy

The kit measures 305mm length or 9.76m scaled up and 357mm span or 11.42m. The real thing is 9.67m

length or 302.2mm scaled down and 11.37m span or 355mm. This makes the kit 3mm too long and 2mm too great a span, which is nothing in this scale so that's pretty good. The whole thing does look pretty good too, the 'sit' of the model being pretty good.

The only negative comment I do have is one that seems to plague P-40 kits in general: the wing tip lower surface angle. I'm not entirely sure if the earlier marks of P-40 had that strange upwardly angled lower surface but if they did it's not showing on this kit. I wish I'd noticed it sooner as I probably would have done something about setting it right.

Editor's Note - Steve has opted to make this kit from the box and has not dealt with the problems relating to the cockpit interior and the tailplanes. The former is far too small, being more akin to 1/48th scale than 1/32nd and as such is about 2/3rd the depth it should be. This can now be overcome by using the new resin cockpit interiors from Cutting Edge (See Vol.10 Iss.10 p926 [#CEC32137 & CEC32145]). The other problem relates to the tailplanes which seem underscale.

Elsewhere in this article there should be a set of 1/32nd scale drawings from Richard J. Caruana that show their correct profile, which should help you identify what modifications are needed to the kit parts - Ed

Conclusions

I'm going to start by saying that this is an excellent representation of an early P-40. Even though it is quite expensive, you do get a lot of plastic for your money and the sheer size of the finished article is very impressive indeed. But, this kit is crying out for detailing work. The engine in standard kit form is like a half-way-house, all the basic forms are there but there is so much more that NEEDS to be added if this part of the kit is to be shown.

The lack of some serious details, the engine drain pipes, the ejector chute and the vented machine gun barrels all count against this big-scale kit and really do drag down what is basically a very good piece of moulding. It seems to me that Trumpeter just didn't do quite enough research when doing the original moulds for this kit and that is a real pity when you consider that this is such an important and charismatic aircraft.

This kit should sell by the bucket load, and rightly so, just be prepared to do the extra bits to get the best out of it.

Steve A. Evans

Thanks to Chris Ellis for asking me to make this one for him!

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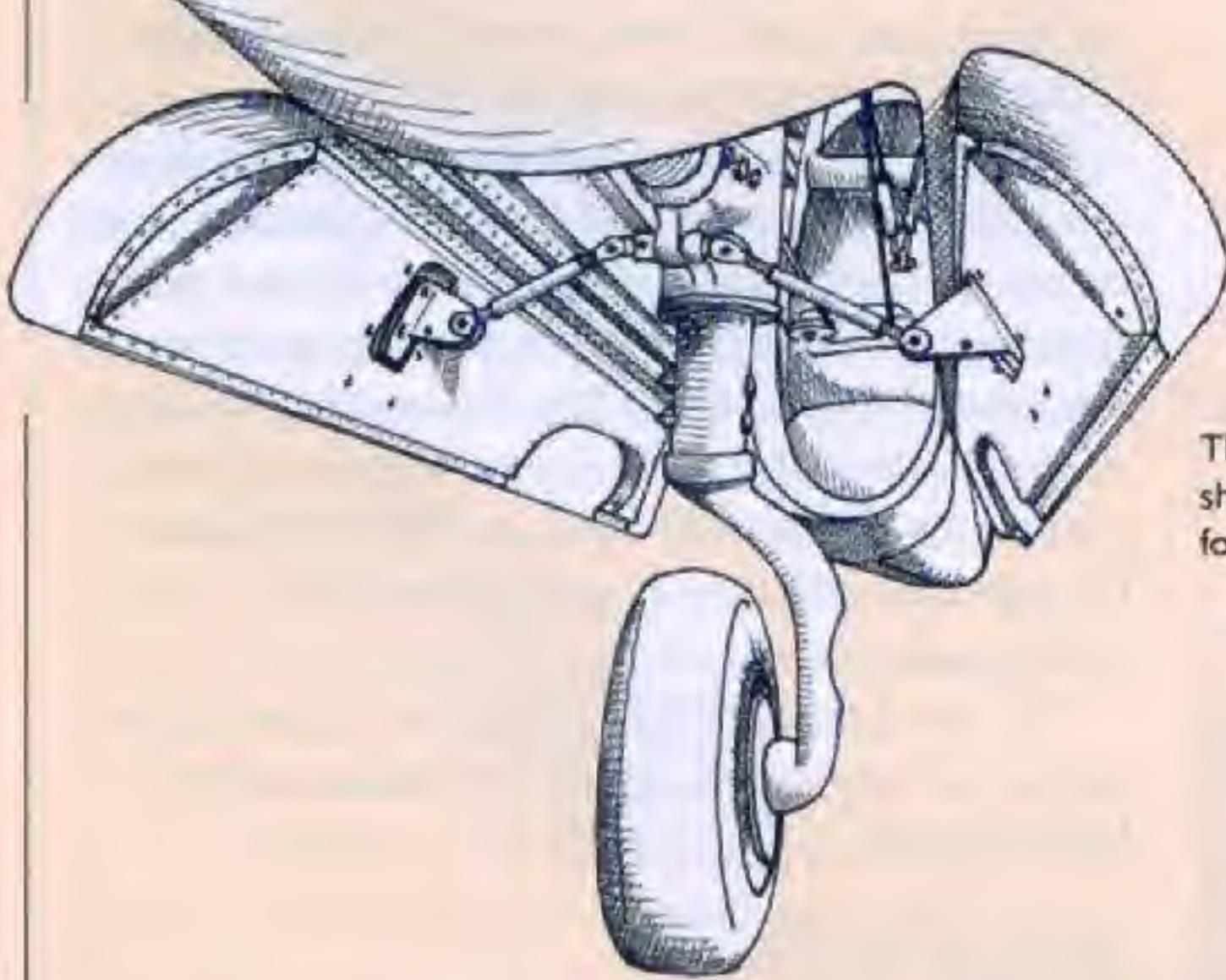
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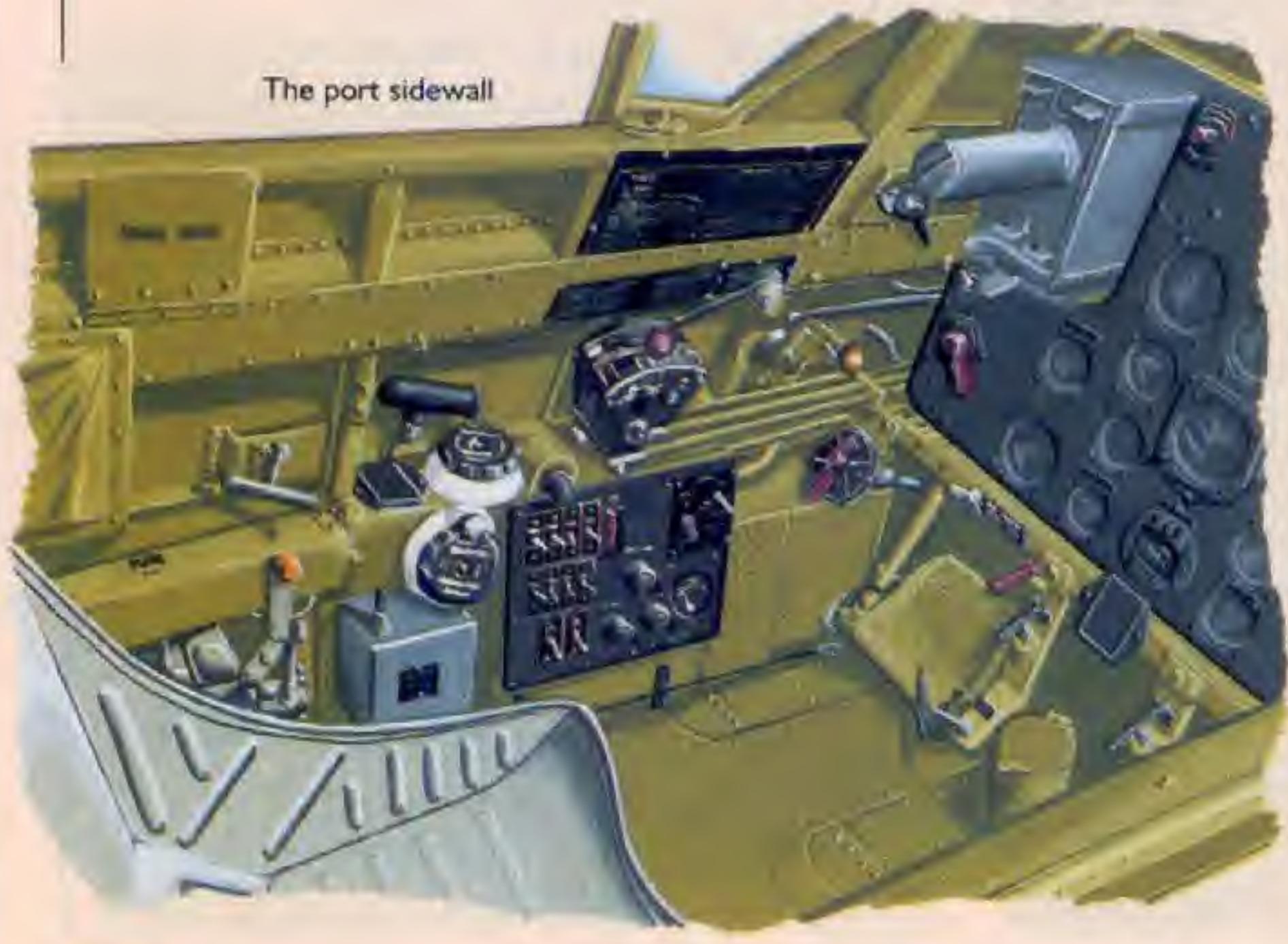
Curtiss P-40B/C Tomahawk



The main instrument panel



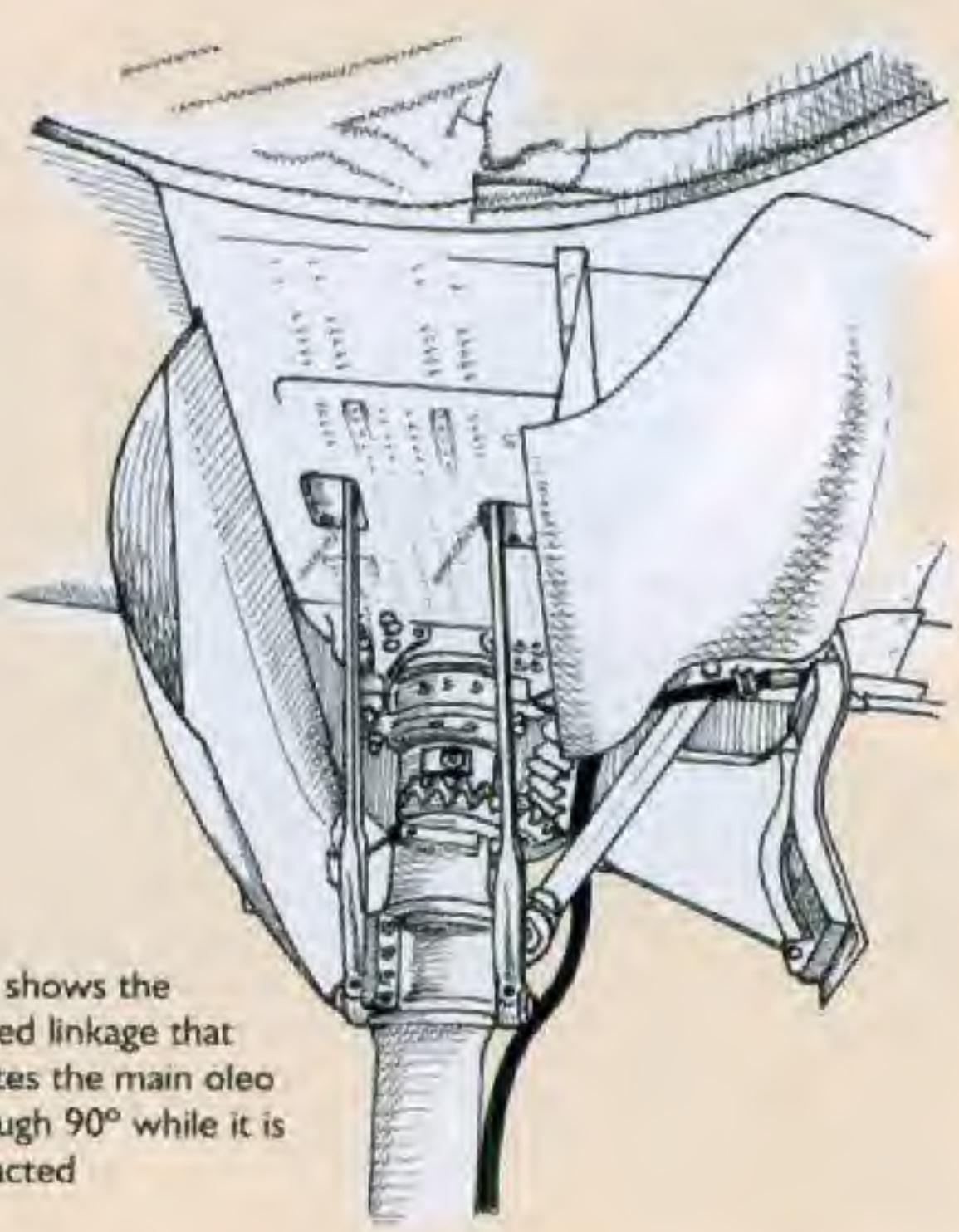
The tailwheel unit
showing linkage
for the doors



The port sidewall



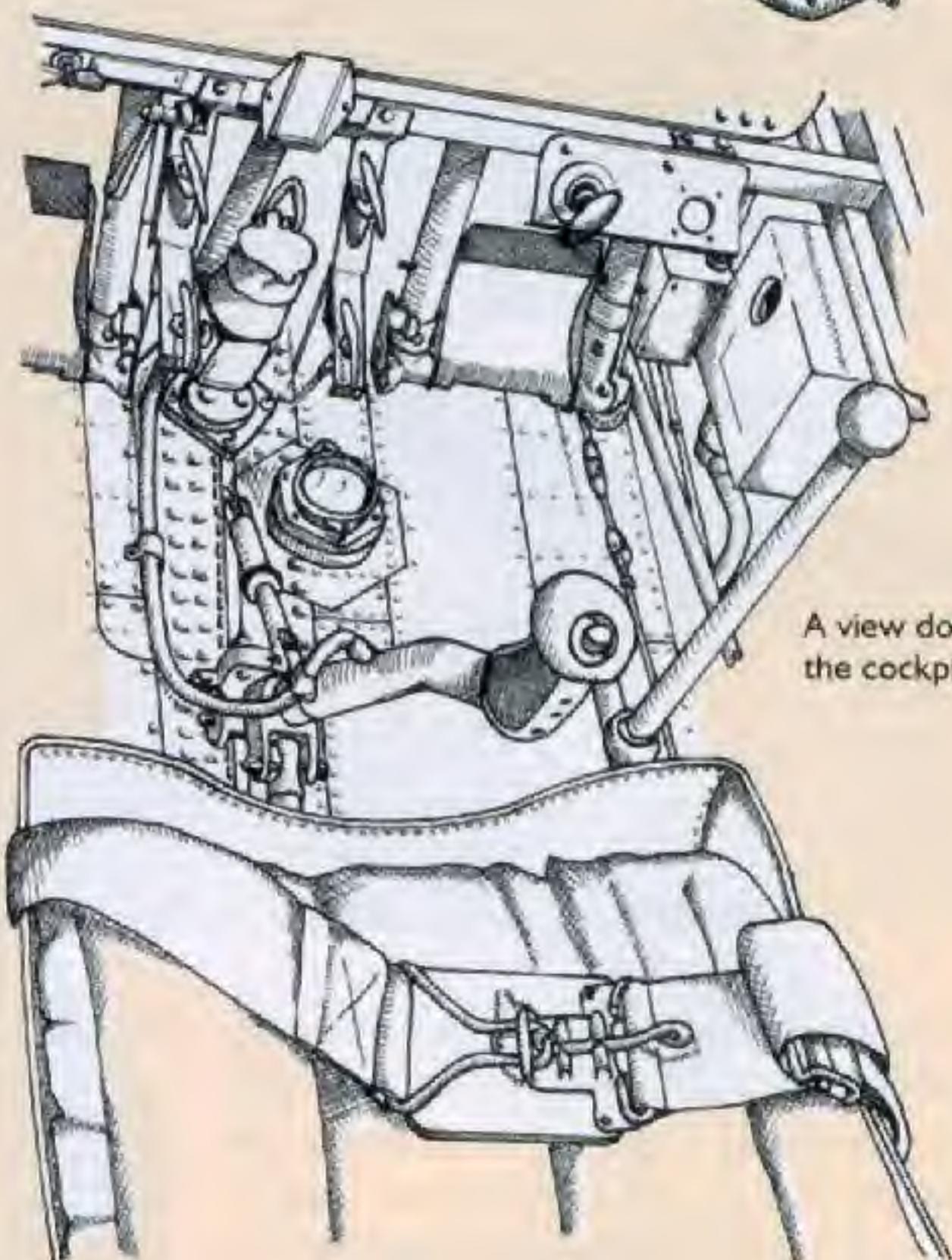
The mainwheel



This shows the
geared linkage that
rotates the main oleo
through 90° while it is
retracted



The seat without the
seat belts fitted



A view down into
the cockpit area



The starboard sidewall

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A Look Back

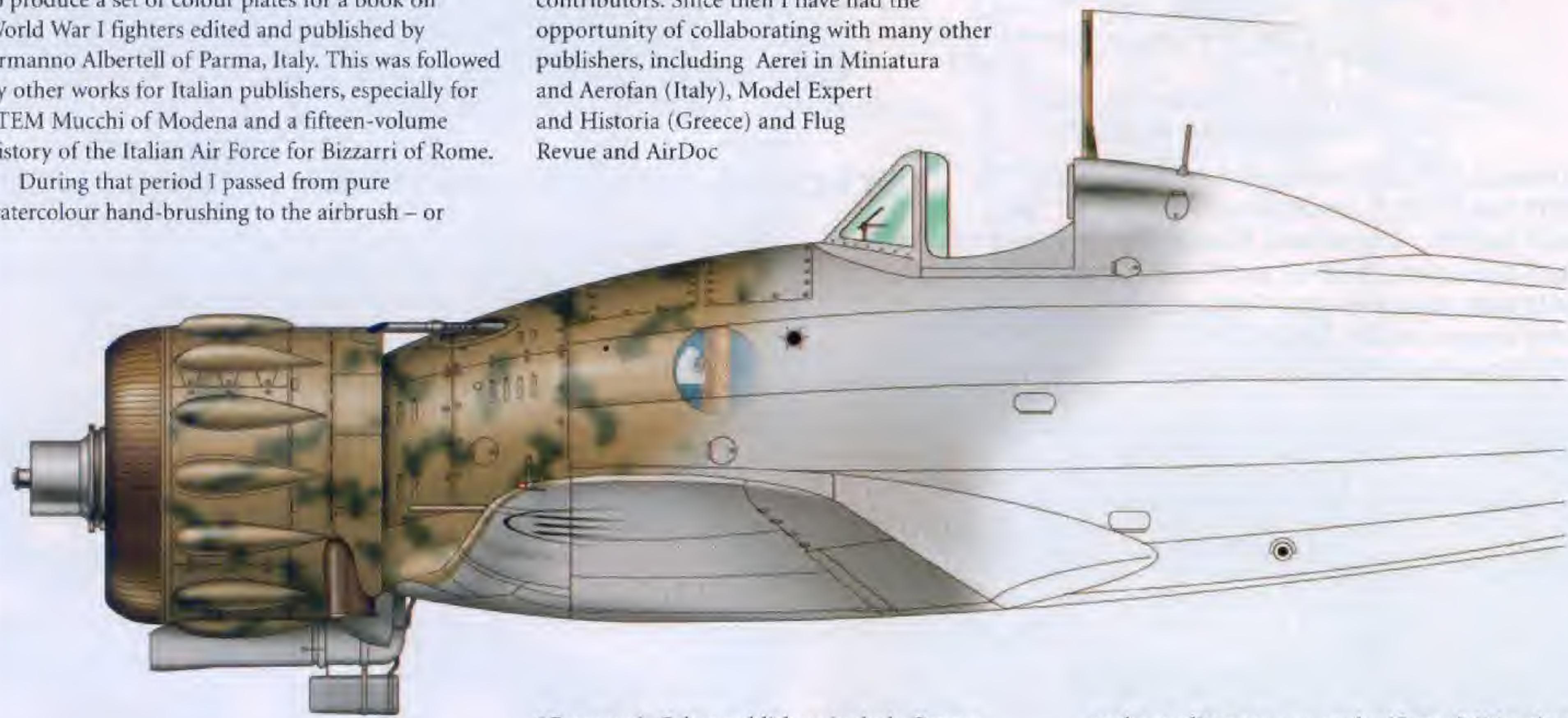
10th Anniversary Special

On such special occasions, such as the 100th issue of this publication, one simply has to sit back, take a look at what has been achieved and take stock of the situation. I have to thank our editor, Richard Franks, for two reasons this month: first of all for allowing me to present my own personal choice of 'the best' from past issues and secondly for having guided us all to such an important milestone. That this also coincides with my 35th year of activity as an aviation illustrator makes it all the more exciting.

Yes, 35 years is a long time. But I have been blessed with an early introduction into this fascinating world. It all began when Giorgio Pini of IPMS Italy fame recognised my potential even before I had realised it myself, and invited me to produce a set of colour plates for a book on World War I fighters edited and published by Ermanno Albertelli of Parma, Italy. This was followed by other works for Italian publishers, especially for STEM Mucchi of Modena and a fifteen-volume history of the Italian Air Force for Bizzarri of Rome.

During that period I passed from pure watercolour hand-brushing to the airbrush – or

the period between 1984 and 1991 was marked by what I still consider an adventure, that of Modelaid International (later Air Forces International). This publication was born and bred in Malta, with a staff of two full-timers and a number of local foreign contributors. Since then I have had the opportunity of collaborating with many other publishers, including Aerei in Miniatura and Aerofan (Italy), Model Expert and Historia (Greece) and Flug Revue and AirDoc



aerograph as we called it at that time. It was a time of experimentation with a new tool that helped elevate the standard of colour art to new heights. Several illustrations were also prepared for Delta Editrice of Parma and Giorgio Apostolo Editore of Milan.

My first work in England was published in Air International and Air Enthusiast, edited by William Green and Gordon Swanborough. Then came Alan Hall's Aviation News, and

(Germany). Other publishers include Osprey Publications (UK), Warpaint Publications (UK), Isradecals Publications (Israel), Deyseg (Argentina), Malta Flypast (Malta) and Fine Scale Modeller (USA).

An invitation to join Scale Aviation Modeller International (SAMI) in 1995 reopened my career after a lull due to ill health. At a time when I was even considering complete retirement came this breath of fresh air that blew new life into me. Maybe it was the challenge that I needed, and am I glad today when I look back at what has been achieved. Within less than a year we were already experimenting with computer graphics, something I had been dabbling with for some time. When the Meteor feature of June 1996 appeared, it was one of the first (if not the first) 'airbrushed' colour art to appear in print, in contrast to the flat colour artwork published elsewhere. It was a gamble SAMI and I took together, and it worked!

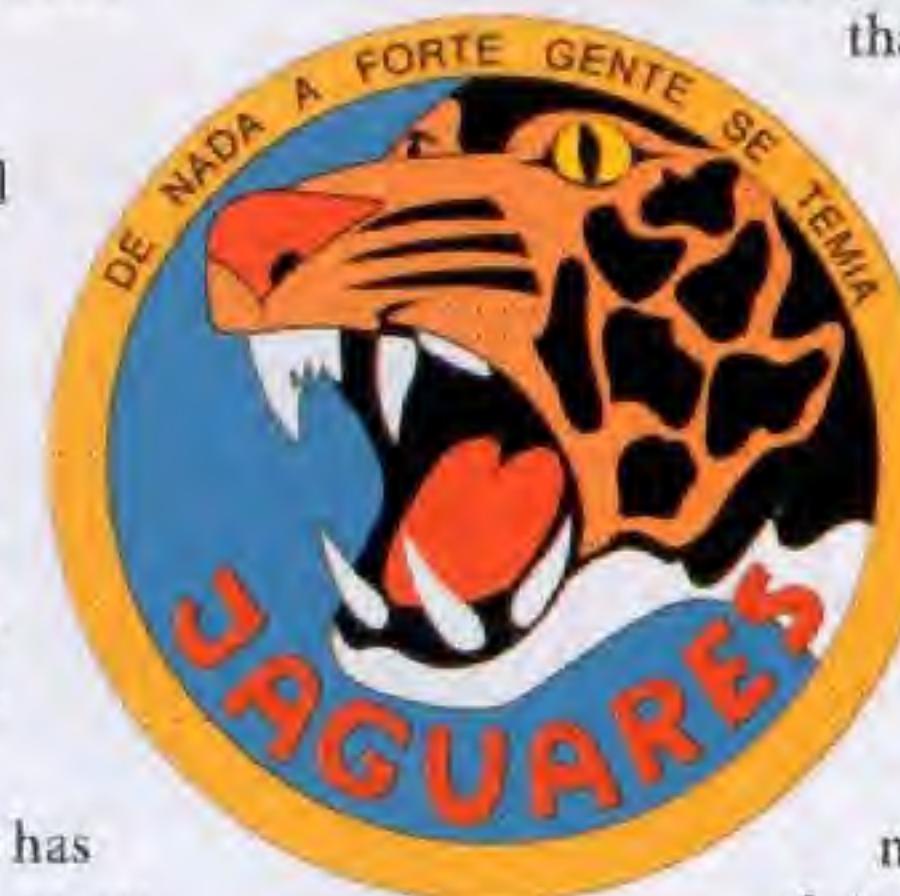
Even in this sphere we have come a long way in a relatively short period. Originally the colour artwork was mailed over

to the studio on ten or twelve 'floppy' disks, then on zip-drives, CDs and now it's all done through the marvellous world of electronic mail. I believe that the quality of the work has improved as well, thanks to frequent developments in the world of graphic applications for computers. This alone is no guarantee when it comes to produce colour art, however, and I still firmly believe that one can only do on a computer what one can do by hand.

These have been wonderful years which have kept me fully occupied on the work that I love most. It's a fortune for someone to be doing just that on a full-time basis. For this I'm extremely grateful to Richard Franks, Steve Elliot and their hard-working staff, especially in the art department who have to cope with my work every month. Special thanks go to you, our readers, with your continued support and especially with your feedback.

And now let's get back to work...

Richard J. Caruana

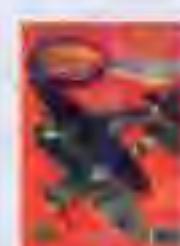








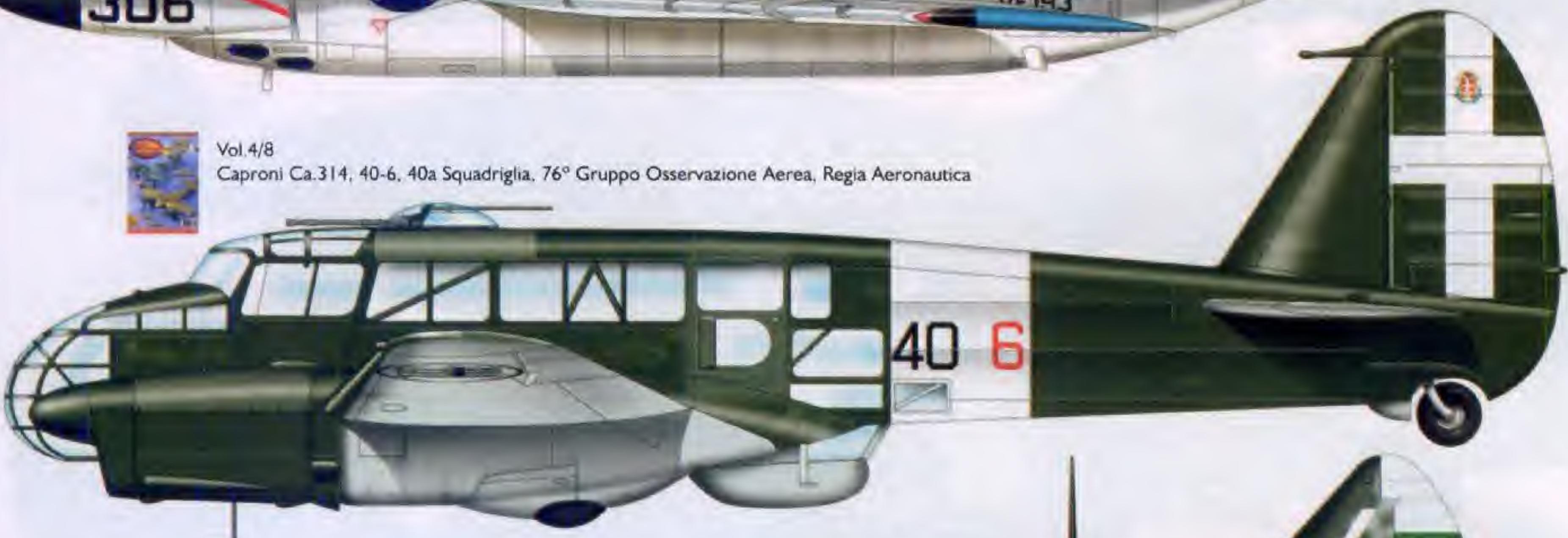
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Caproni Ca.314, 40-6, 40a Squadriglia, 76° Gruppo Osservazione Aerea, Regia Aeronautica



Vol.4/11
Dewoitine D.520, of the 6th Air Regiment (Orliak), Royal Bulgarian Air Force based at Karlovo during the winter of 1943-44



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Bristol F.2B, J-6743, No. 2 Squadron RAF



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Vol.5/7

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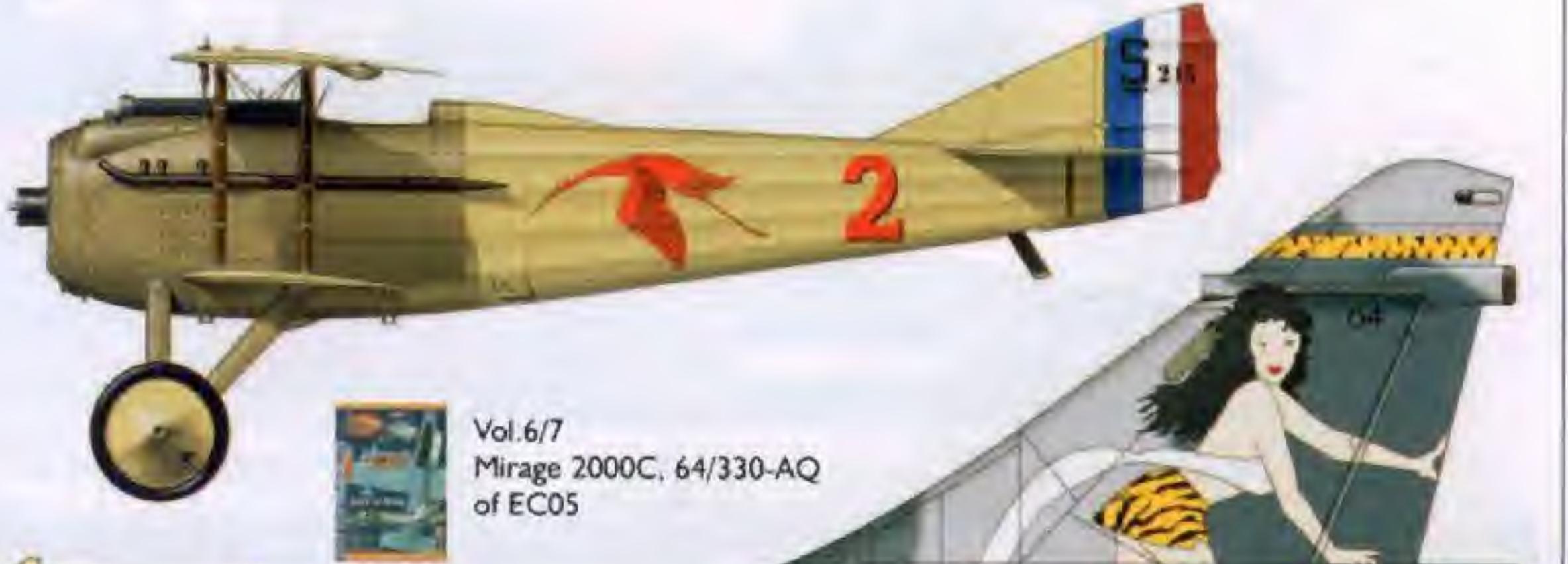
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N° 821 Squadron, HMS Ark Royal, 1939



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Bristol Blenheim Mk IF,
N3531/QY-F of N° 235
(Fighter) Squadron, flown
by Flt Lt F.W. Flood.
August 1940



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by Capitaine Georges
Guyemer



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of EC05



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Westland Wessex HAR.2, VX724,
Nº 22 Squadron RAF,
St Mawgan, 1978



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Squadron, HMS Eagle, operating in the
Mediterranean, 1940



Vol.7/11 and 12
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No. 835 Squadron FAA, HMS Nairana,
August 1944



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Curtiss Hawk 81A-2, P-813347, 3rd PS,
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Mingaladon, Burma, 1942



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FAA, HMS Furious, 1929

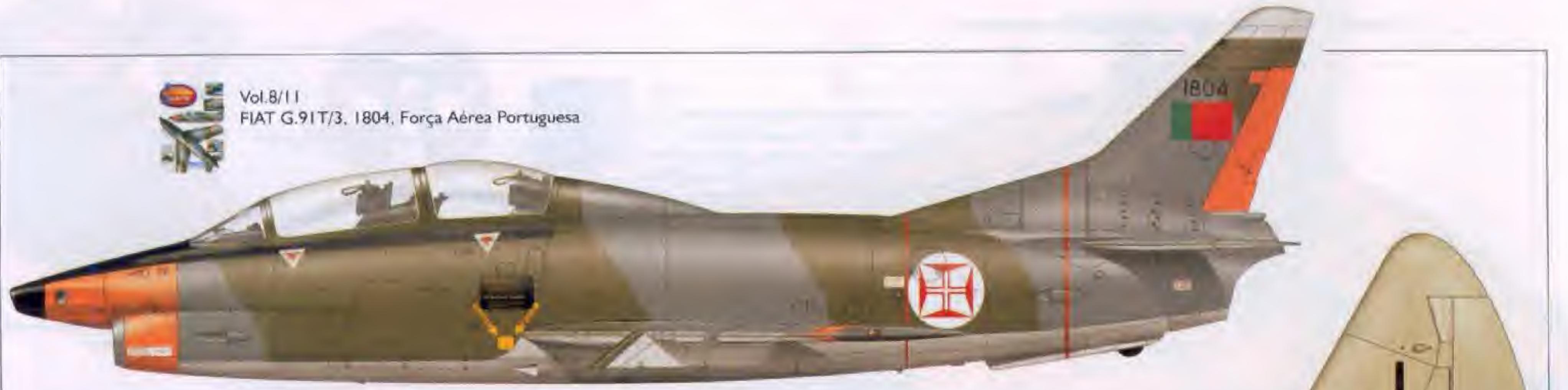


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Arado Ar 234B-2, 140173/F1+MT, of 9./KG 76,
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Vol. 8/11
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Vol. 9/1
Westland Wyvern S.4, WL888/J, N° 830 NAS,
HMS Eagle, Suez, 1956



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FIAT BR.20, MM21274/5-3, 5a Squadriglia
(43º Gr. 13º St.), Regia Aeronautica



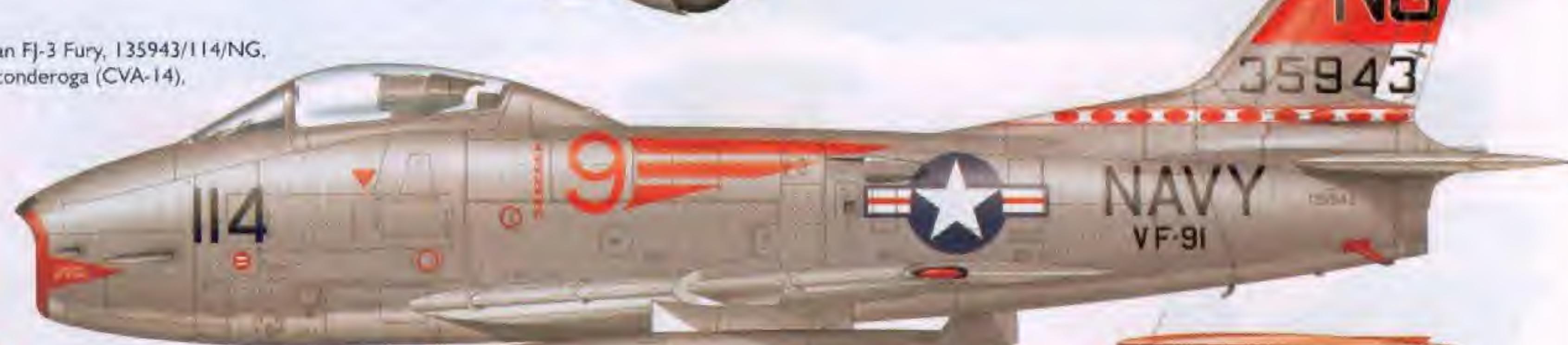
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L7028/PS-V, N° 264 Squadron RAF,
Hornchurch, August 1940



Vol. 9/5
Seversky J9, B/35, 3rd Squadron,
F 8 Swedish Air Force, 1940



Vol. 9/7
North American FJ-3 Fury, 135943/114/NG,
VF-91, USS Ticonderoga (CVA-14),
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Vampire FB.31 A79-514 being refuelled at RAAF Pearce with a No.2 Squadron Canberra B.20 in the background. Note the red lightning bolt of its tail, circa 1956 (©Aviation Heritage Museum of Western Australia #P881425)

Black Swan Vampires

Photographic Reference of Australian-built Vampires in service with No.25 (City of Perth) Squadron, RAAF, during 1951-60

by Mike Mirkovic

No.25 (City of Perth) Squadron, RAAF, received its first de Havilland (Australia-built) Vampire F.30 on 9th September, 1951 and gradually received more until it was fully equipped with the FB.31 during 1956. It also received a number of the trainer versions of the Vampire, which are detailed in the included list with their service dates. The squadron ceased flying operations in April, 1960 and commenced ground support duties at RAAF Pearce here in Western Australia as part of the RAAF Reserve. As this is a photographic reference article of Vampires flown by No.25 Squadron, it does not go into detail on the differences between the various marks of Vampires used by the RAAF (I'm currently gathering references and photos for another article on this subject but if readers are interested please refer to reference 1 and reference 2 for the No.25 Squadron history at the end of this article).



No.25 Squadron's famous red Vampire FB.31 A79-215 after a flight with Flight Lieutenant R. Green dismounting and the squadron's fitters on it, circa January, 1960 (© Authors Collection)



Vampire FB.31 A79-529 on the runway at RAAF Pearce not long after its arrival to the enter service in No.25 Squadron, c. late 1956. Note squadron markings have been applied yet (©Aviation Heritage Museum of Western Australia #P013023)

General Notes on Colour Schemes

All Vampires used by the Squadron are detailed below, any variations will be noted in the relevant photos.

All aircraft were painted in Aluminium lacquer overall, except for the starboard nose ammunition loading panel which was natural metal. All serial numbers were black and the last three were usually painted on the nose wheel doors in black.

RAAF Insignia, pre-1956: Red, white & blue roundels on the fuselage booms and both surfaces of the wing, similar to the RAF's 'D' type roundel. Red, white & blue fin flashes were on both sides of the tail fin.

All stencils were black and all warning markings were red. The radio housing on the nose of FB.31s varied in colour but usually was painted black.



Vampire FB.31 A79-36 being worked on by the squadron's fitters outside a hangar at RAAF Pearce, circa 1959. Note the last two of its serial number on the forward nose wheel door (© Authors Collection)



Vampire T.35 A79-647 having its engine worked on by the squadrons engine fitters outside a hangar at RAAF Pearce, circa early 1960. Note the squadron badge (type 2) and last three of its serial number on the nose wheel door (© Authors Collection)



No.25 Squadron Vampire FB.31 A79-552 having its guns worked by a squadron armourer at RAAF Station Darwin during an exercise there in May 1953 (©No.25 Squadron Archives via the Author)



Close-up of a line up of No.25 Squadron Vampires with two T.35s of No.1 Advanced Flight Training School and a CAC Winjeel, note the squadron type 2 nose badges on the FB.31s and the closest T.35 carries the nose marking of the little known and short lived 'Pearce Arrows' Aerobatic Team of 1 AFTS, RAAF Pearce, September 1959 (©Aviation Heritage Museum of Western Australia #P014128)

The fuselage roundel was changed during 1956 to the current red Kangaroo style.

Squadron Markings

Type 1 Badge - 1955 to early 1957: This comprised a flying black swan with orange beak and eye, red '25' above the swan and red 'City of Perth Fighter Squadron' script underneath, worn on both sides of the nose. On the underwing fuel tanks, only the flying black swan was carried.

Type 2 Badge - Late 1957 to 1960: This comprised a flying black swan with orange beak & eye over a red '25' surrounded by 'City of Perth Fighter Squadron' stencilled in black.

A79-215 Special Scheme - 1960 for the squadron's stand down from flying duties

Post Office Red overall with serial numbers in Sky Blue and standard RAAF insignia of the period. Black swan with white details and highlights on both sides of the nose and the starboard ammunition loading door in natural metal and radio housing on the top of the nose Bakelite brown.

Mike Mirkovic



A No. 11 (G.R.) Squadron Avro/GAF Lincoln B.30 doing a low flypast over a line of No. 25 Squadron Mustangs and its newly arrived first Vampire F.30 A79-872 taxying up the runway at an Air Pageant at RAAF Pearce on 9th September, 1951 (© Authors Collection)



No.25 Squadron's first Vampire A79-872 doing a low flypast over a No.11 Squadron Lincoln B.30 at a Air Pageant at RAAF Pearce on 9th September, 1951. Note the No.11 Squadron was based at Pearce during the early 1950s and A79-872 only arrive at Pearce on the same day as the Air Pageant was going to take place (© Authors Collection)



A line-up of the squadron's Vampires at RAAF Pearce prior to taking off for an exercise at RAAF Richmond in NSW on 25th July, 1957. A79-36 is closest to the camera. Note there are no squadron markings on the nose but the wing tanks still carry the flying Black Swan (© No.25 Squadron Archives via the Author)



Pilot Officer R.E. Offord in the cockpit of A79-474 on 25th July, 1957. Note the stencilled last three of the serial number on the front nose wheel door. This was the longest serving Vampire in the squadron, having arrived in May 1952 and it was still with the squadron when it stood down from flying duties in April 1960 (© Authors Collection)



No.25 Squadron ground crew refuelling a Vampire at RAAF Station Darwin, 25th May, 1953. Note stencilling in black and the warning markings in red (© No.25 Squadron Archives via the Author)



A port side view of A79-215 at RAAF Pearce, circa early 1957 (© Authors Collection)



Vampire FB.31 A79-215 outside a hangar at RAAF Pearce with one of the squadron's T.33s next to it, circa early 1957. Note the squadron badge (type 1) on the nose (©Aviation Heritage Museum of Western Australia #P891582)



Front view of an early built Vampire FB.31 at RAAF Laverton, Victoria, circa 1952. Unidentified as yet but could be A79-282 (©Aviation Heritage Museum of Western Australia #P013559)



Rear view of Vampire FB.31 A79-872 taken at RAAF Pearce sometime after its arrival there in 1951. Note that the flaps are dropped (©Aviation Heritage Museum of Western Australia #P991246)



No.25 Squadron Vampires A79-520, -36 and -474 starting off for their journey to RAAF Richmond on 25th July, 1957 (©No.25 Squadron Archives via the Author)



A No.86 Transport Wing Dakota (A65-93) in front of two of the squadron's Vampire FB.31s (A79-762 & 263) at Forrest Airstrip on the Nullabor Plain near the WA/SA border, circa 1955. Note the Swan badge (type 1) on the nose and wing tanks of the Vampires. The Dakota is overall aluminium with red titles, blue cheat line and No.86 Wing badge under the cockpit. Serials are black (©Aviation Heritage Museum of Western Australia #P882001)



No.25 Squadron armourers working on the guns of a squadron's Vampire at RAAF Station Darwin, 25th May, 1953 (© No.25 Squadron Archives via the Author)



The squadron's Vampires at RAAF Williamtown during Operation 'High Gun'. Aircraft left to right are A79-308, -178, -36 and unidentified. Note the red front nose wheel door with last three of its serial stencilled in aluminium lacquer (©No.25 Squadron Archives via the Author)



Another view of A79-474 armed with practice RPs under its wing and with A79-215 in the background, RAAF Pearce in late 1957 (©Aviation Heritage Museum of Western Australia #P891568)



Port side view of A79-215 in its overall red scheme, RAAF Pearce, circa 1960 with Flt Lt R. Green in the cockpit surrounded by groundcrew. Note the last three of the serial in Sky Blue on the nose wheel door (© Authors Collection)



One of the squadron's ground crew helping to settle in a squadron pilot at RAAF Williamtown in NSW during Operation 'High Gun' on 25th October, 1959. Note the close-up of the squadron badge (type 2) on the nose (©No.25 Squadron Archives via the Author)



Line-up of the squadron's Vampire F.30 and FB.31s at RAAF Pearce, 26th June, 1953, after arriving back from Darwin. Pilots left to right are : Squadron Leader M.O. Carr, Pilot Officer J.K. Horwood, Flight Lieutenants G.B. Russell, J.D. Dease, I.E. Crossing and Pilot Officer R.B. Williams (© No.25 Squadron Archives via the Author)



1.



1a.



2a.



2b.



3.



3a.



4.



M.W.
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- Aeroclub FB.5 & T.11
- Airfix FB.5
- Heller FB.5
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- Frog FB.5
- Eastern Express (ex-Frog) FB.5

All of these will have to be modified with the 'Elephant Ears' air intakes on or under the rear fuselage pod, as seen on all Australian F30/FB.31s. Ron's Resin in Australia did a resin conversion kit with these, but I don't know if it is still available.

1/48th Scale Models

- Aeroclub

The above kit is really the only one in town at present, as the Hobbycraft kit is badly inaccurate. Classic Airframes have announced a series of 1/48th scale Vampire kits to be released sometime during 2004-5 and hopefully these will include the Australian versions. (The author supplied photographs and information to this manufacturer via their Australian distributor, J.B. Wholesalers in Perth).

Vampires flown by No.25 Squadron, RAAF

F30/FB.31

- A79-9 – 9/56 to 11/59
- A79-36 – 5/56 to 3/60
- A79-60 – 9/52 to 6/54
- A79-115 – 1/52 to 1/55
- A79-170 – 9/53 to 5/54
- A79-178 – 3/59 to 3/60
- A79-199 – 1/56 to 3/60
- A79-215 – 11/56 to 3/60
- A79-263 – 2/55 to 6/55
- A79-282 – 11/54 to 7/55
- A79-308 – 8/59 to 3/60
- A79-408 – 1/56 to 7/56
- A79-462 – 1/52 to 9/54
- A79-472 – 9/51 to 9/53
- A79-474 – 5/52 to 3/60
- A79-514 – 3/55 to 11/56
- A79-520 – 9/56 to 3/60
- A79-529 – 10/56 to 5/59
- A79-536 – 7/55 to 11/56
- A79-552 – 2/53 to 7/54
- A79-762 – 8/54 to 10/56
- A79-915 – 10/54 to 1/56
- A79-934 – 2/53 to 11/56
- A79-985 – 1/56 to 11/57

Note: Serial Number then date in service (MM/YY).

Notes on Serial Numbering used for RAAF Vampires:
F30/FB.31s were numbered randomly for security reasons from 1 to 996, any single seaters numbered in the 600 or 800 range were re-serialled. T.35s were numbered 600 to 668 and the T.33/T.35As from 801 to 842.



Line up of the squadron's Vampires at RAAF Williamtown during Operation 'High Gun'. A79-520 is the only one identified (©No.25 Squadron Archives via the Author)



Line up of the squadron's Vampires on a wet September day in 1959 at RAAF Pearce, A79-215 and 474 are identified (©Aviation Heritage Museum of Western Australia #P891557)



No.25 Squadron's Vampires escorting Royal Dutch Navy Destroyer HNMS Amsterdam on its way to visit Fremantle on 17th November, 1959 (©No.25 Squadron Archives via the Author)



A79-215 in its red scheme taking off from RAAF Pearce in January 1960 (© Authors Collection)



Squadron fitters working on A79-215 in its overall red scheme at RAAF Pearce, circa 1960. Note a good view of the natural metal ammunition loading door and Black Swan nose markings (© Authors Collection)



Vampire FB.31 A79-308 flying over the Narrows Bridge, Perth Waters, with South Perth to its left, Crawley Bay to its right and Kings Park under its nose, circa 1960 (©Aviation Heritage Museum of Western Australia #P951406)

References

- Vampire, Macchi & Iroquois in Australian Service by Stewart Wilson, Aerospace Publications
- Flying Squadrons of the Australian Defence Force by Steve Eather, Aerospace Publications
- No.25 Squadron's Commanding Officer Monthly Reports 1951-1960, held at the Aviation Heritage Museum of W.A. Reference Library, Bullock Creek, Perth, W.A.
- RAAF Aircraft Record Cards Microfiche Records, also held at the Aviation Heritage Museum of W.A. Reference Library

Thanks

I would also like to acknowledge the help and encouragement of No.25 Squadron's History Officer, Squadron Leader Jim Eftos, RAAF Reserve.

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Douglas SBD-1 Dauntless



Douglas SBD-1 Dauntless, VMSB-232, US Marine Corps, based at Ewa Oahu, (Hawaii), December 1941. Light Gray overall with standard national markings in six positions. Code 2-MB-4 in white; spinner is dark blue with a white stripe

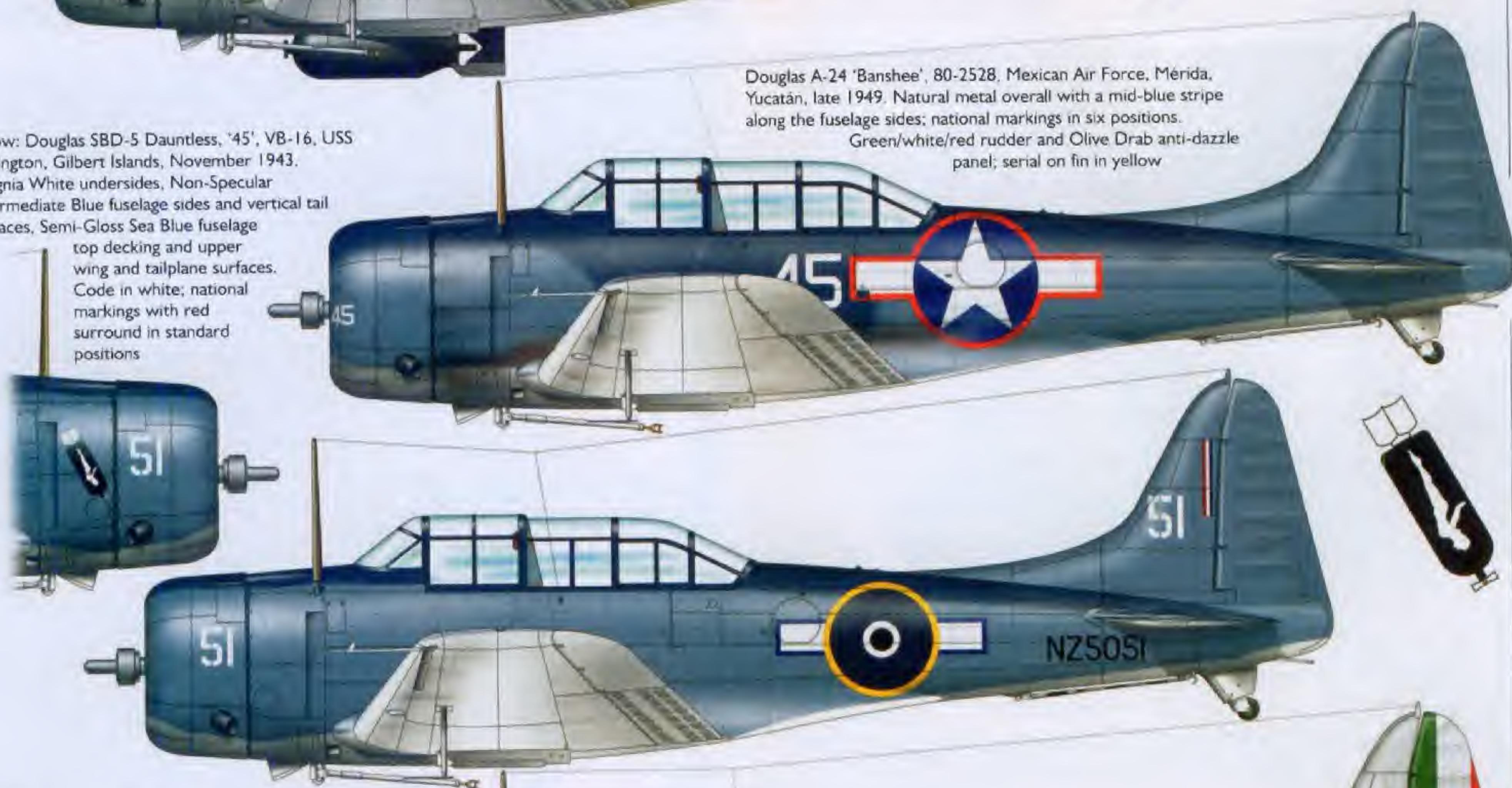
Douglas SBD-3 Dauntless, 41-S-9 of VS-6, USS Ranger, Operation Torch, November 1942. Insignia White undersurfaces with Non-Specular Intermediate Blue upper surfaces. Large national markings in six positions, with those on fuselage and top of wings carrying a wide yellow border. Code in black



Douglas A-24 Dauntless, 712, Chilean Air Force. Dark Olive Green uppersurfaces and Light Grey undersides; shield marking above starboard and underneath port wings, '712' in black, outlined in white, on fuselage sides, repeated in similar style above port and below starboard wings; blue rudder with white star superimposed. Black walkways above wings at wingroots, both sides



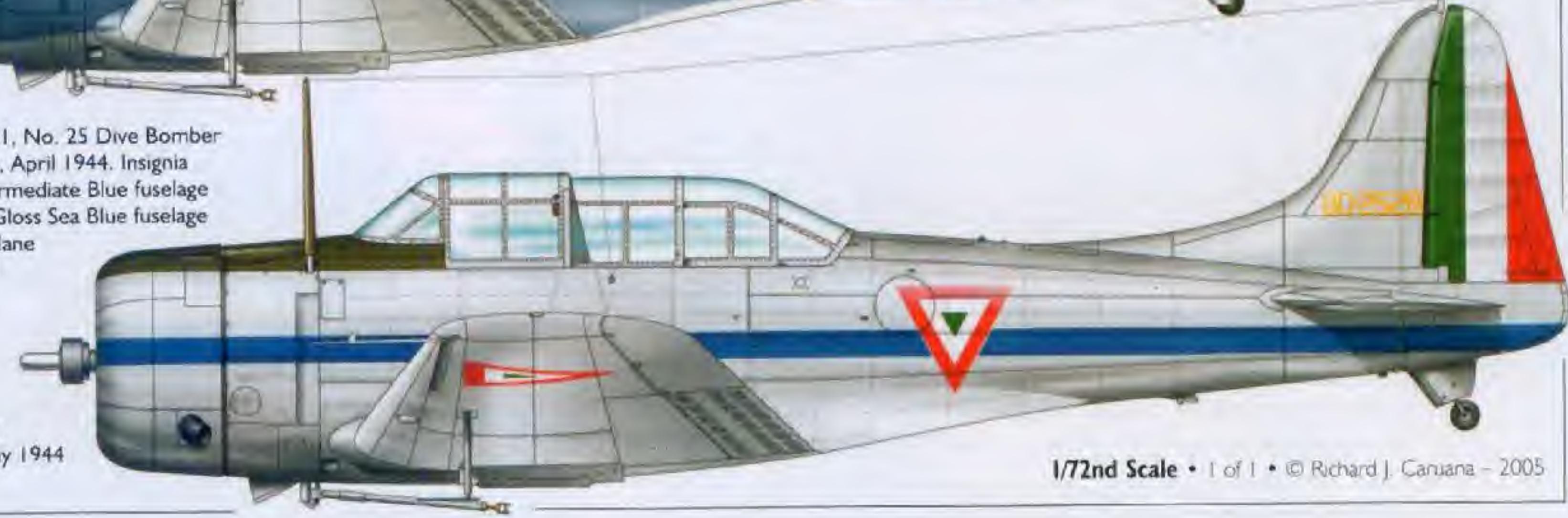
below: Douglas SBD-5 Dauntless, '45', VB-16, USS Lexington, Gilbert Islands, November 1943. Insignia White undersides, Non-Specular Intermediate Blue fuselage sides and vertical tail surfaces, Semi-Gloss Sea Blue fuselage top decking and upper wing and tailplane surfaces. Code in white; national markings with red surround in standard positions



Douglas A-24 'Banshee', 80-2528, Mexican Air Force, Mérida, Yucatán, late 1949. Natural metal overall with a mid-blue stripe along the fuselage sides; national markings in six positions.

Green/white/red rudder and Olive Drab anti-dazzle panel; serial on fin in yellow

Douglas SBD-5 Dauntless, NZ5051/51, No. 25 Dive Bomber Squadron, RNZAF, Piva (Bougainville), April 1944. Insignia White undersides, Non-Specular Intermediate Blue fuselage sides and vertical tail surfaces, Semi-Gloss Sea Blue fuselage top decking and upper wing and tailplane surfaces. National markings modified from US Stars and bars on fuselage sides, above port and under starboard wings. Note thin red/white/blue fin flash; serial in black, code '51' in white. 'Bomb' motif on starboard side only. Aircraft lost with its crew over Rabaul, 10 May 1944



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48004 - SM 79 detail set / C.A. kit	E.



Macchi C.200

by Girolamo Lorusso

In all the years I have been model making I have never actually built a propeller-driven subject, however during a visit to a model show here in Italy I came across the Craftworks 1/32nd scale kit of the Macchi C.200. My interest was raised and I therefore purchased it.

It took me about four months to build this model. Much of this time was spent correcting the undercarriage bays, which are not correctly depicted in this kit (all the Macchi C.200, 202 and 205 airframes had an identical undercarriage bay, so my comments apply to those subjects as well). All of the details relating to the undercarriage area are clearly shown in Aero Detail No.15, thanks to many photos and extracts from the flight manuals. I also used Ali d'Italia No.8 as a reference during this project.

The Kit

This is a multi-media kit, with resin, photo-etched and white-metal parts, four decal sheets, and a resin of WWII-era Italian Air Force pilot figure.

Construction

I started with the assembly and painting of the pilot figure, which was a very relaxing task for me as I enjoyed it. I used acrylic and oil paint for the task. As a reference I used Military Modelling, Vol.32, No.2 which contains an article on an Italian pilot and his equipment and uniform.

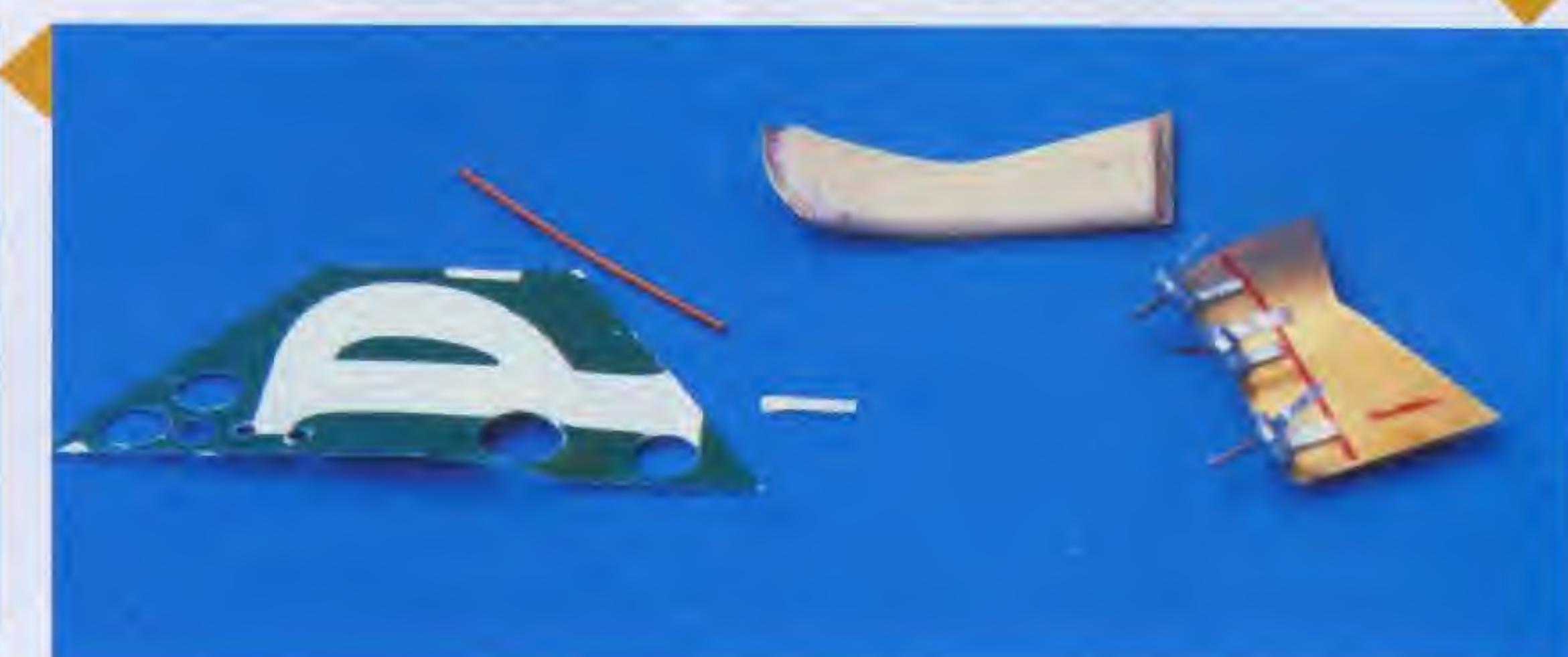
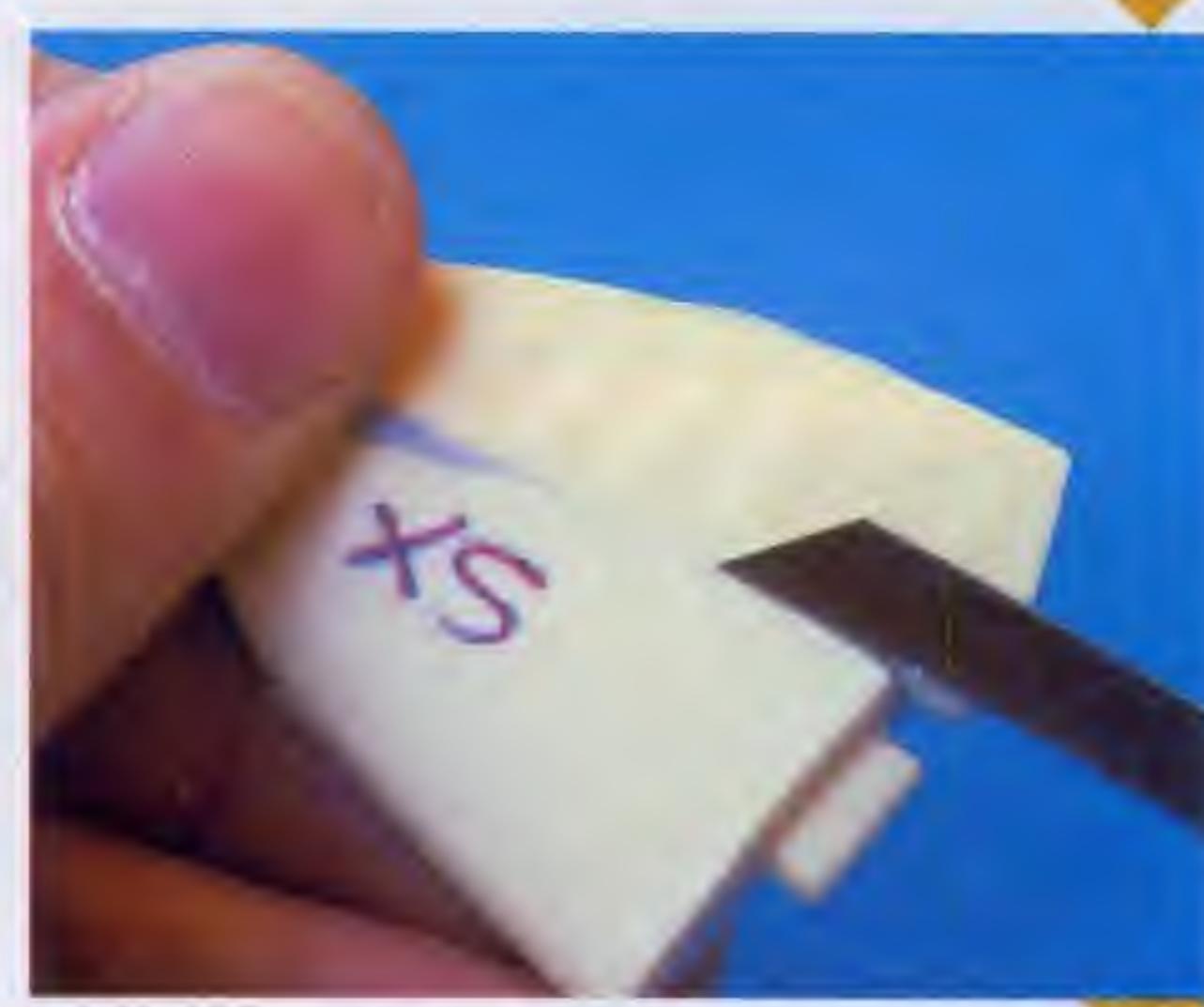
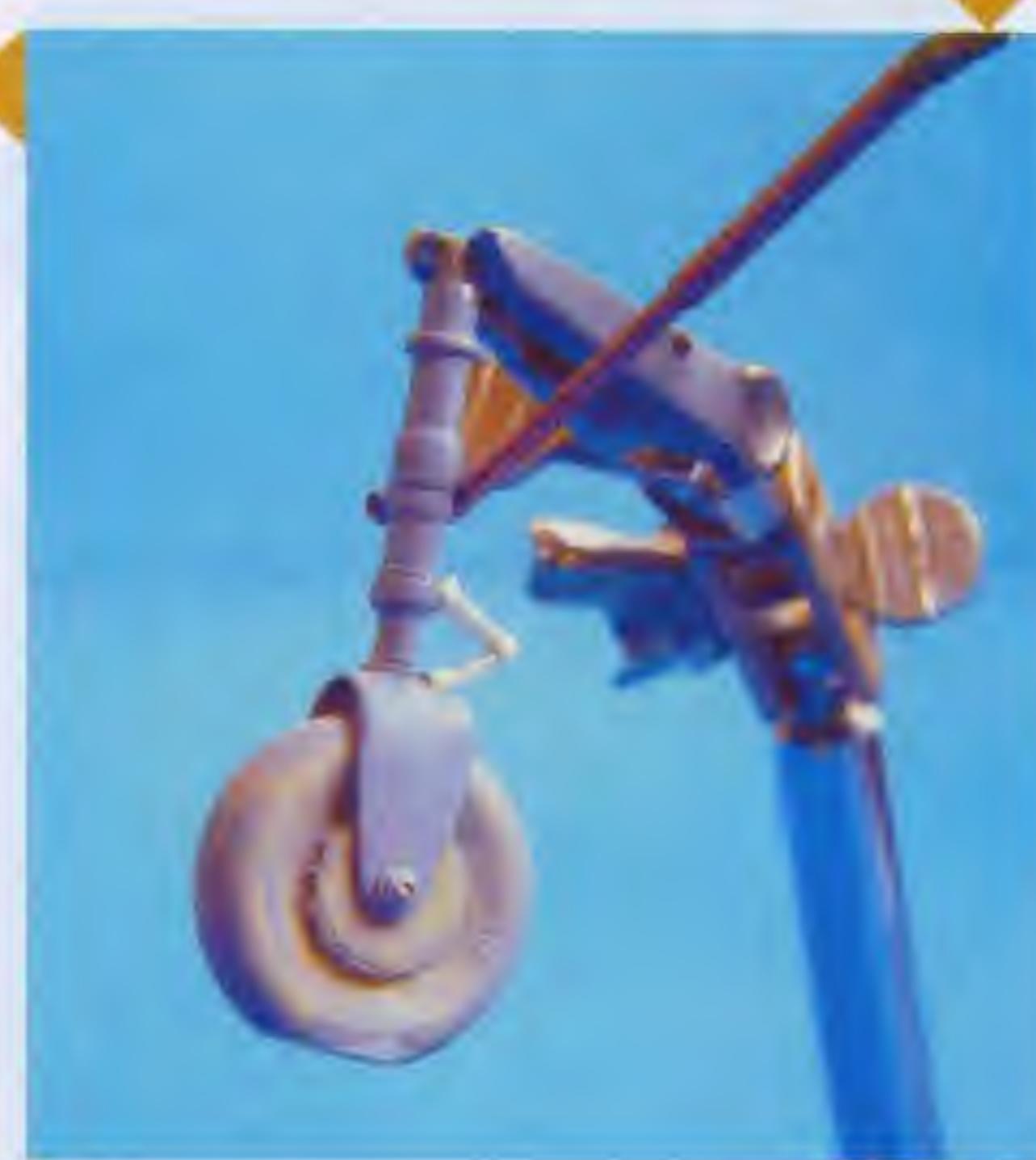
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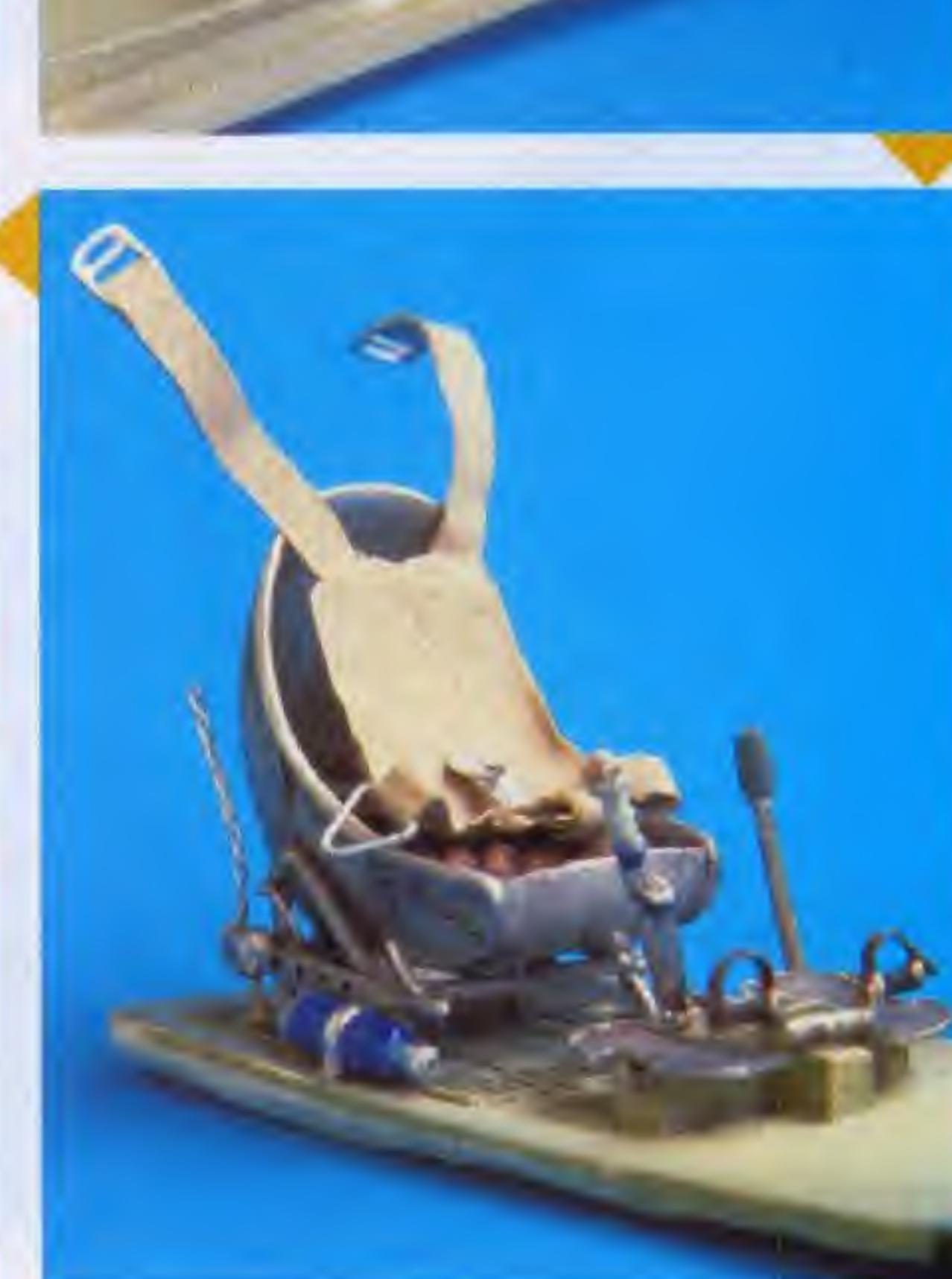
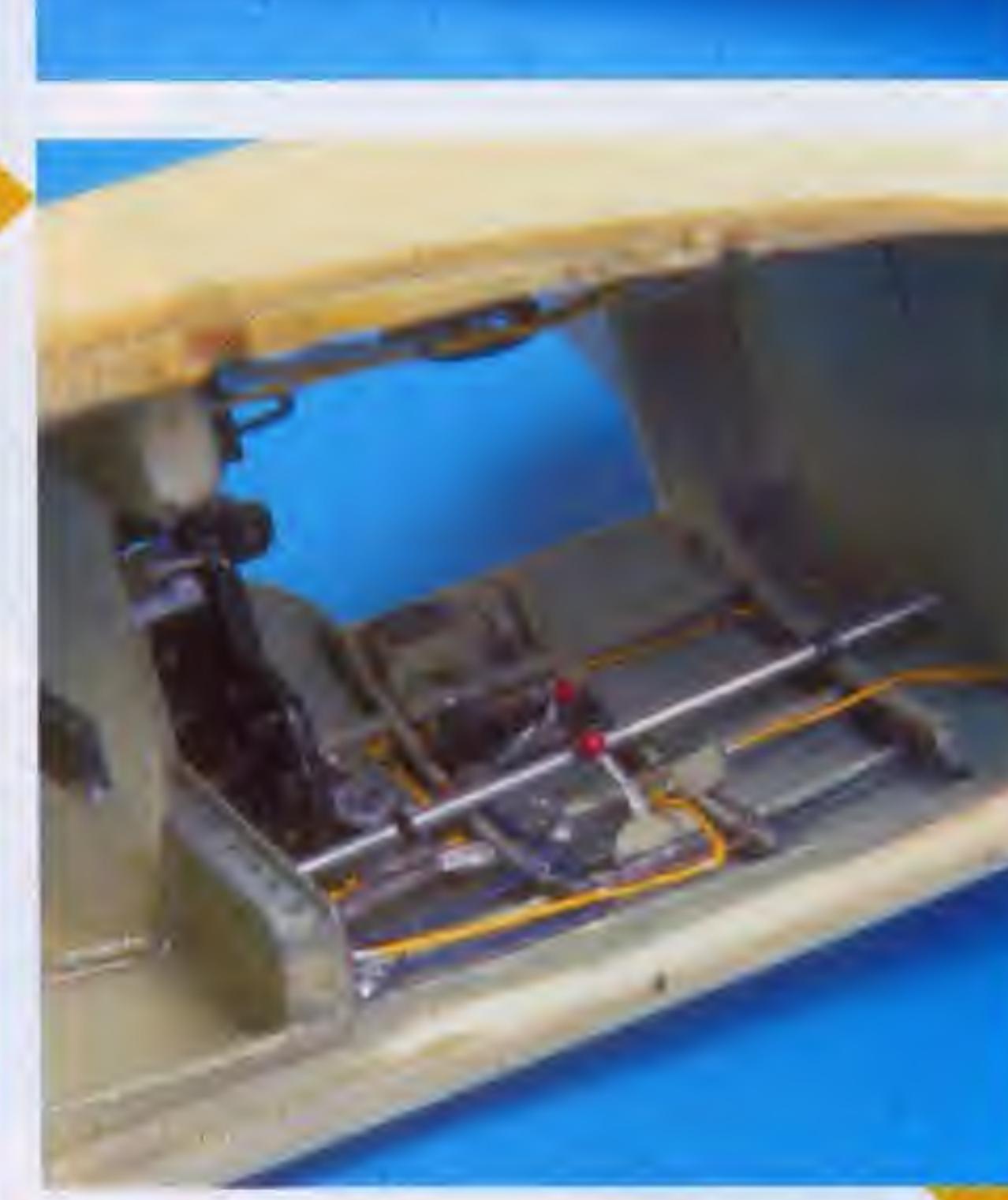
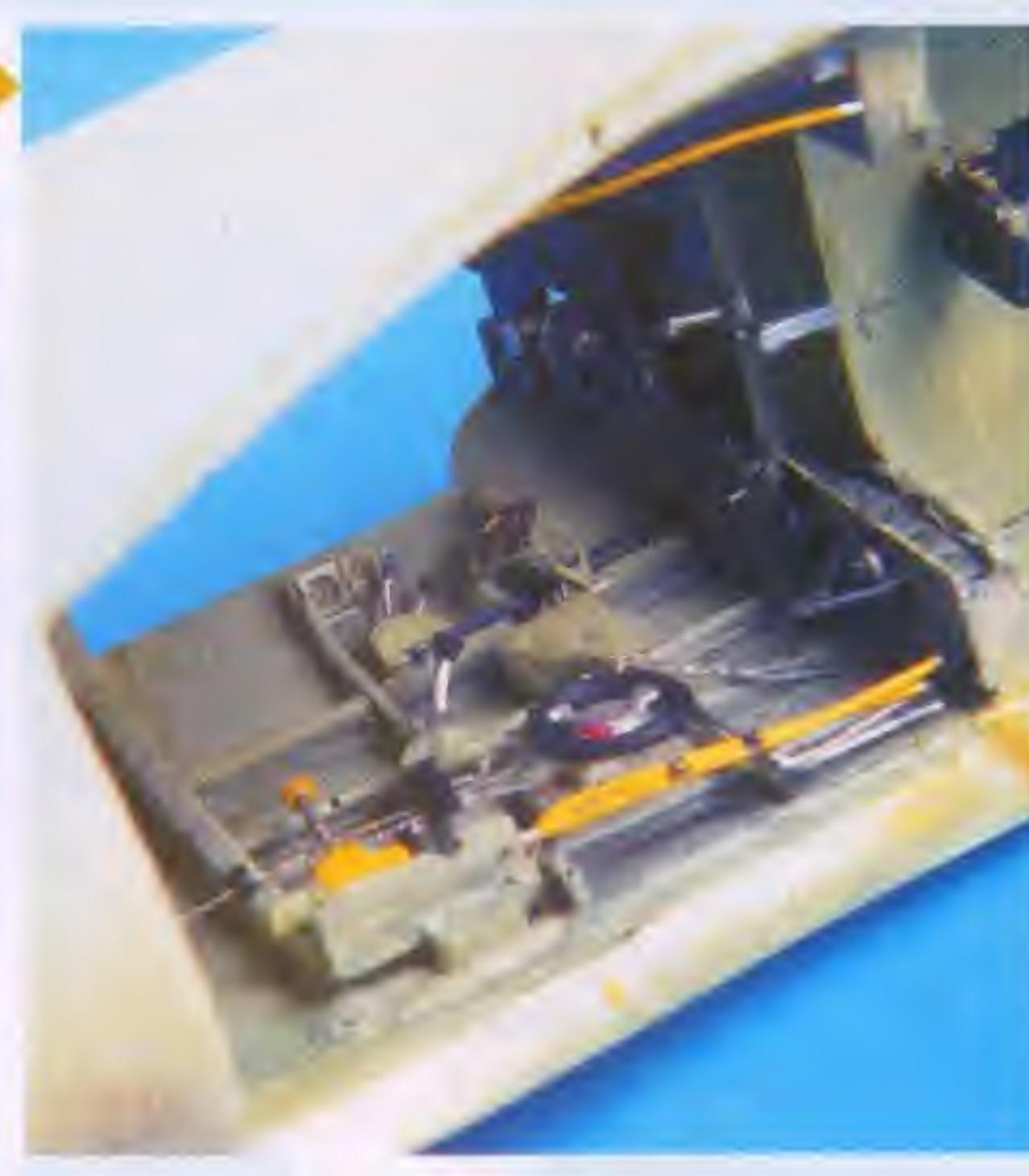
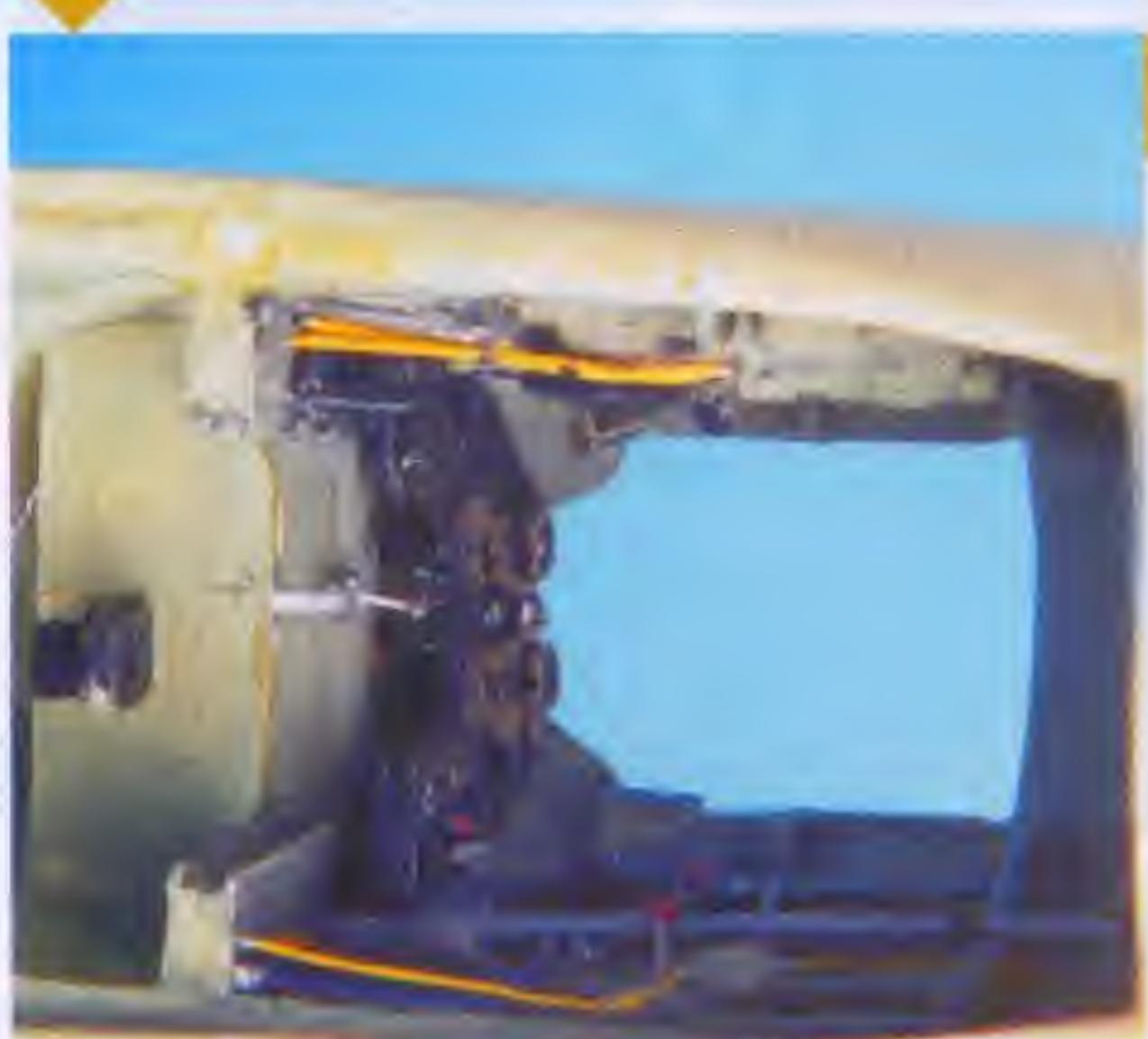
The next task was the cockpit. This is moulded as a solid unit, with the sidewall detail cast into the fuselage sides. I added some detail in this area like

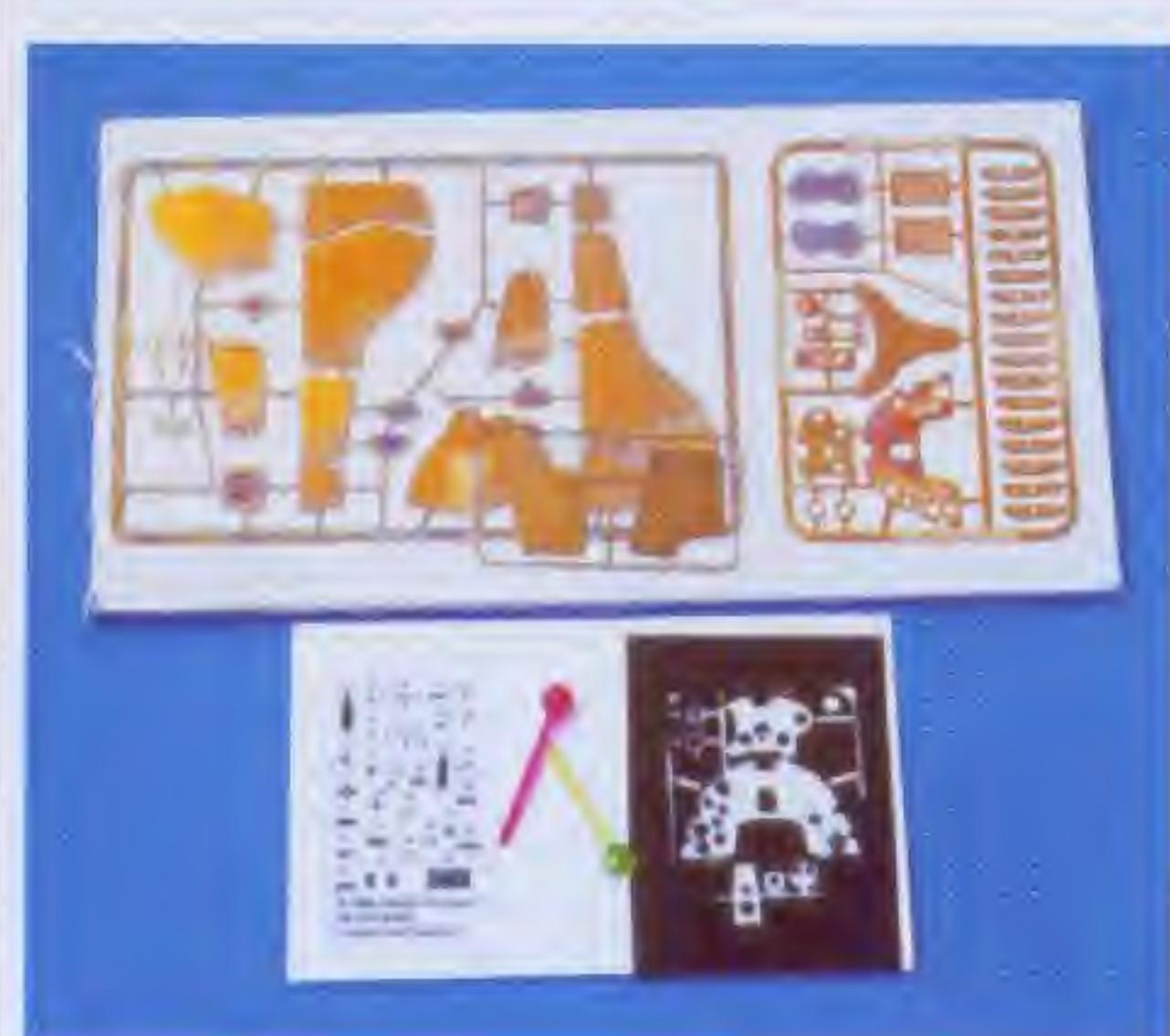
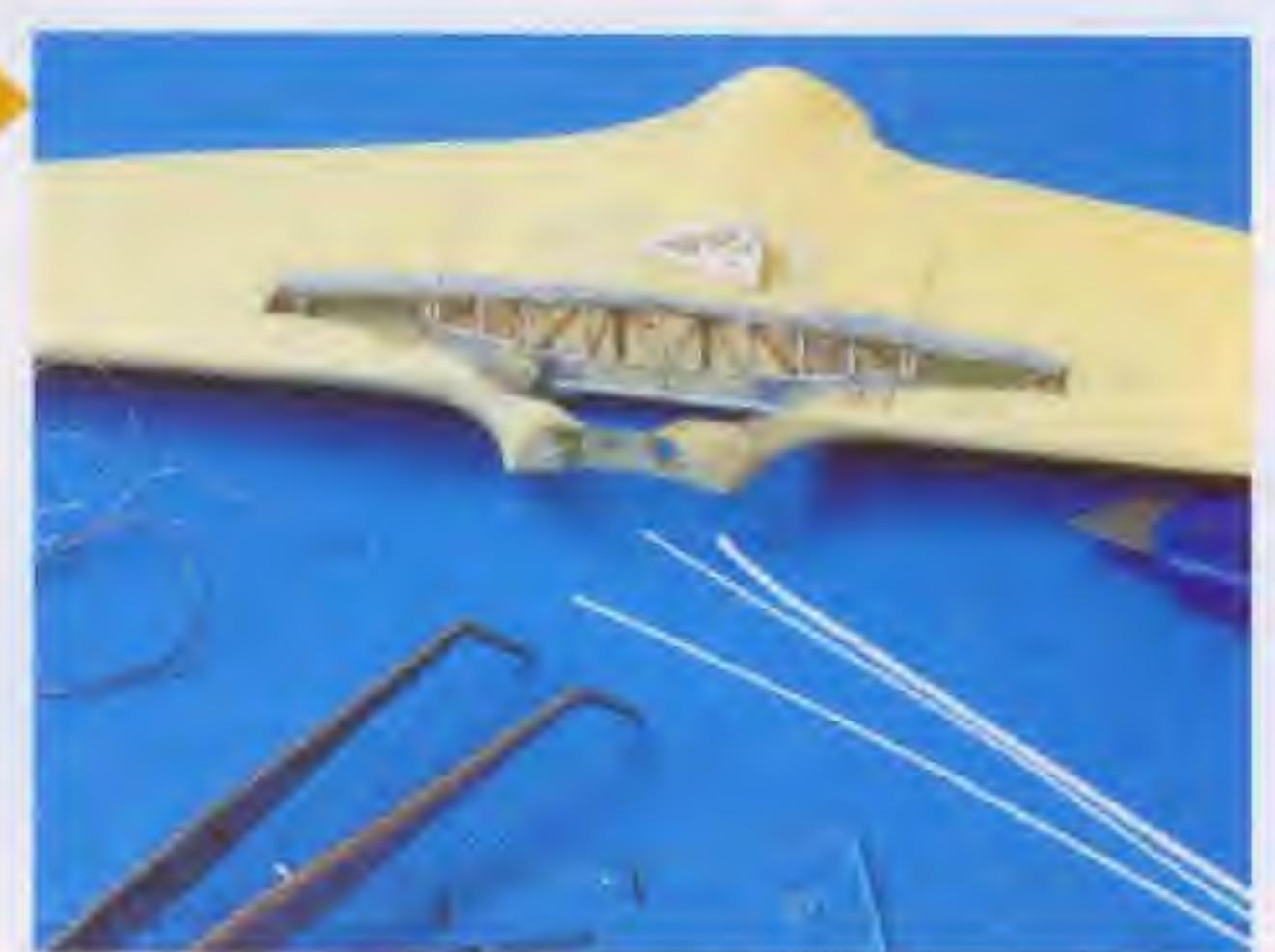
cables and pipework etc. The whole area was very difficult to detail due to the way in which it was cast. The main colour is Italian primer, Verde Anti Corrosione, and for my model I made this colour up from a mix of colours from the Tamiya range. For weathering of the cockpit interior I use dark oil paint and the usual drybrushing technique.

I then made another instrument panel from Evergreen plasticard to sandwich the acetate and etched versions offered in the kit. The instruments are all printed on acetate film, which is secured to the back of the etched instrument panel. For more realism I used my punch and die set to create clear plastic disks and glued these in position. I added some detail on the gunsight and scratchbuilt a compass from some clear sprue turned on a motor tool and sanded smooth.









I scratchbuilt the seat harness from aluminium foil, and the buckles were made with copper wire. I also used copper wire to create the chains on the belts as well.

• Engine

The C.200 was powered by a Fiat A.74 R.C.38 fourteen-cylinder radial engine. The one in the kit is cast in three resin pieces. I assembled it and added detail with copper wire and plasticard. I also scratchbuilt an exhaust ring and the propeller pitch governor. With plastic rod I made cylinder rods, two for each cylinder, and finally I added an aluminum plate to replicate the engine data plate.

The engine was painted a light blue-grey, with black, and metal shades for detailing. Once dry the whole unit was weathering with oil paint.

In the cowling I glued fourteen photo-etched components to make up the engine bearer. The interior colour used for the engine cowls etc was once again 'Verde Anti Corrosione'. I also decided to remove one of the four engine panels so that the engine was visible from one side of the completed model.

On the bottom of the cowling I made some detail

changes to the carburettor intake and sand filter, as well as adding the oil cooler. All of this was added using the Aero Detail title mentioned previously as a reference.

• Main Undercarriage

In the kit this area is solid, but all of the Macchi fighter series have a great deal of frame and pipework in this area. Therefore with a motor tool I drilled out this area. I scratchbuilt the wheel bays, the engine bearer frames, all the pipes, wiring, fuel and oil system parts, and much more, using plastic rod and strips, copper tube, and some wire etc. This was a very long detailing task, but the end results were well worth it. I used the photographs in the Aero Detail to determine the correct colours seen on all the components in the gear bays.

For the tailwheel I drilled a hole, scratchbuilt a new torque arm and used a copper tube for the main strut.

I also detailed the main leading gear legs in a similar manner. The tyres were 'weighted' and Milliput was used to reprofile the bulged area of each tyre. The main wheel doors were detailed with aluminum foil and copper wire.

• Control Surfaces

I choose to move the control surfaces on my model to give it a more 'real' feel. I therefore separated the horizontal stabiliser with a saw and then sanded the hinge line to get the correct profile before fitting the control surfaces back in place at a deflected angle.

• Main Assembly

When I had finished all of the above tasks I glued all of the main components together using epoxy or cyanoacrylate glue.

The solid nature of the wings and fuselage did not help with this stage and the fit was not good. I had to use filler on all the main joints, then sand it all back once dry, trying not to damage the surrounding surface detail. I also had a similar problem with the tailplane.

• Painting

I removed all traces of release agent etc from the models surface with thinners and when this was dry I sprayed on a coat of Tamiya grey as a primer. At this point I checked all the joints and if necessary, filled and sanded areas that needed it before priming once again.



The aircraft I had opted to depict was the one flown by Brig. General Ferdinando Raffaelli during the Autumn of 1941 from Cyrenaica, Libya while he was with 373^a Squadriglia, 153 Gruppo Autonomo Caccia Terrestre. The upper surface was in Giallo Mimetico 4 (Camouflage Yellow 4) while the forward fuselage was Giallo Mimetico 3 (Camouflage Yellow 3). The mottle effect was Verde Mimetico 2 (Camouflage Green 2) for the fuselage and Verde Oliva Scuro 2 (Dark Olive Green 2) for the cowling. The under surfaces were Grigio Mimetico (Camouflage Grey).

For this I choose the following Gunze Sangyo acrylic colours:

Giallo Mimetico 4	H-71
Giallo Mimetico 3	90% H-34 + 10% H-37
Verde Mimetico 2	H-302
Verde Oliva Scuro 2	H-65
Grigio Mimetico	90% H-317 + 10% H-316

I used the pre-shading technique overall. For the extreme upper surfaces I used white for this, while I used yellow and tan for the sides of the fuselage and wings. Dark grey was used for the undersurfaces.

The white cross on the rudder and the white stripe on mid-fuselage were also applied. Later these were masked off using Tamiya masking tape.

The first overall colour to be applied was Giallo Mimetico 4, followed by Giallo Mimetico 3 on the forward fuselage. When this was all dry I airbrushed the mottle greens with very thin paint (20% paint + 80% thinner). This is a very long airbrushing job as the mottle is very soft, so patience is the key. When all the painting was completed, I gave the model two coats of clear varnish (Gunze Sangyo H-30).







Decals

Craftworks supply four great decal sheets, all printed by AeroMaster, in this kit. They are beautiful and you can make just about all C.200 from WWII with them, but in the end I used just eighteen decals! They were applied using Micro Set & Sol solutions to settle them down and there was no adverse reaction to either.

Once dry the model was washed with water to get rid of any decal glue that remained. Once this stage had dried I resprayed the entire model in gloss varnish and then set about weathering it.

Weathering

First of all I washed all the panel lines with diluted oil paint. I used Raw Umber for the upper surface and a mix of black and Raw Umber for the lower surfaces. For machine gun smoke and exhaust stains I sprayed a black/rust brown mix, while for general 'dirtying' I use black, grey and sepia oil paint.

I waited for the oil paint to be completely dry then I resprayed another coat of gloss varnish overall before finally matting down with an

overall coat of semi-gloss varnish. This latter varnish was made by adding a few drops of gloss to flat varnish.

Final Assembly

Now I could attach all the delicate parts, like the main landing gear, pitot tube, machine guns, propeller, engine cowling, venturi tube, canopy etc.

I followed the assemble sequences shown on the Craftwork instructions, as they are clear enough and quite logical in their approach.

Diorama

This is a very simple base. I used a 2cm sheet of polyethane (used by the building industry), a circular mirror and some sand. I glued the mirror and sand to the base with PVA cement and painted it with suitable oil paint shades.

Girolamo Lorusso

NOTE: See also Vol. 7 Iss. 1 (Pages 52 - 63) for Paul Lawson's from-the-box build of this kit - Ed



Macchi C.200 Saetta Profiles

(Page 73 – top to bottom)

1. Macchi C.200 Saetta, 369-6, 369a Squadriglia (152° Gruppo, 54° Stormo CT), Treviso S. Angelo, late 1939. Verde Mimetico uppersurfaces with mottles in Giallo and Marrone (Bruno) Mimetico; Grigio Mimetico undersides. Codes in white and red with green/white/red flashes on fin and rudder; note 'coloured' Cucaracha' which had its origin during the Spanish Civil War; markings above wing in black over a white background, reversed for the undersides.
2. Macchi C.200 Saetta, 79-10, 79a Squadriglia

3. Macchi C.200 Saetta, 372-6, 372a Squadriglia (153° Gruppo Autonomo), Brindisi, April 1941. Verde Mimetico uppersurfaces with mottles in Giallo and Marrone Mimetico; Grigio Mimetico undersides. Codes in black and red;
- (6° Gruppo, 1° Stormo CT), Fontanarossa (Catania, Sicily), August 1940. Verde Mimetico uppersurfaces with mottles in Giallo and Marrone Mimetico; Grigio Mimetico undersides. Codes in black and red; markings above wing in black over a white background, reversed for the undersides. Note unusually high position of horizontal bar of tail cross

4. Macchi C.200 Saetta, 168-4, 168a Squadriglia (16° Gruppo, 54° Stormo CT), Gela (Sicily), June 1941. Uppersurfaces in Verde Mimetico with Giallo and Bruno Mimetico mottling; Grigio Mimetico undersides. Yellow cowling; code is black (except hyphen which is black/red), outlined in white. Black wing markings without white background in all positions
5. Macchi C.200 Saetta, 363-2, 363a Squadriglia (150° Gruppo Autonomo), Matuba (North Africa), April 1942. Nocciola markings above wing in black over a white background, reversed for the undersides.
6. Macchi C.200 Saetta, 85-5, 85a Squadriglia (18° Gruppo, 3° Stormo), Greece, early 1942. Verde Oliva Scuro uppersurfaces with Grigio Azzurro Chiaro undersides; codes in black and red with white drop shadow. Note that the emblem on the white band is handed, that is the axehead points forwards both sides

Chiaro uppersurfaces with large mottles of Verde Oliva Scuro; Grigio Azzurro Chiaro undersides. Codes in black and red; note no House of Savoy crest on tail cross. Markings in black only in four wing positions



Macchi C.200 Saetta

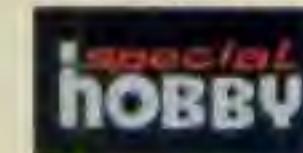


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by Tim Large

Gloster E.28/39 Pioneer

The Gloster G.40 was a milestone in British aero engineering. It was designed by George Carter with the close collaboration of Frank Whittle. Work on the G.40 started in 1939 to test the viability of the revolutionary Whittle jet engine. (Whittle's first real step forward was to design a practical gas turbine engine for use in an aircraft without the use of another engine to drive the compressor) and after a number of different layouts were toyed with, they settled on a conventional design, with two different wings, one of which was intended for high speed flight. In early 1940 formal specifications were issued by the Air Ministry for two aircraft W4041/G and W4046/G at a cost of £18,500 each plus £7,000 for the second set of wings. The first aircraft (W4041/G) unofficially took to the air on 8th April 1941 and officially on 15th May 1941.

The second aircraft was started at the same time as the first, but did not fly until March 1943; it then made 134 test flights until crashing on the 30th July 1943. W4041/G can still be seen today at the Science Museum in London, UK..

The Kit

OK here we go....once you get the box open you will find two sprues of light grey plastic with 54 parts, one clear sprue with the canopy (See Photo 1a), a very small piece of etched brass of three parts (See Photo 1c) and a set of well produced decals (See Photo 1d). There is flash on all the plastic parts which will need some cleaning up (See Photo 1). But on first inspection all parts would seem very nicely moulded with good definition and recessed panel lines. However once one starts to have a good look one notices the absence of real detail on any internal parts. This is very apparent in the cockpit, here bare would be an apt description. I'm afraid to say the wheel wells are no better (See Photo 2) and as for the intake (See Photo 3) I let you make your own judgement!

At this stage it was apparent that I needed some help. Rescue came in the shape of Sutton Publishing's excellent book Jet Pioneers by Tim Kershaw. It covers just about every aspect of the G.40's construction and flights, if you're going to build this kit (or any other G.40) then it's a must. The disadvantage with this level of information is that it soon becomes apparent just how much Special Hobby have managed to make a bit of a hash of their Gloster Whittle.

Construction

The first thing to do is to clean up all the parts from the flash already mentioned, after that it's time for me to stop whining and remedy the failings of the kit.

The cockpit, first task is to sort out the cockpit sides. As you can see they come (See Photo 4) with very little in the way of detail, so with the aid of stretched sprue and the Eduard 'Zoom' fret for the

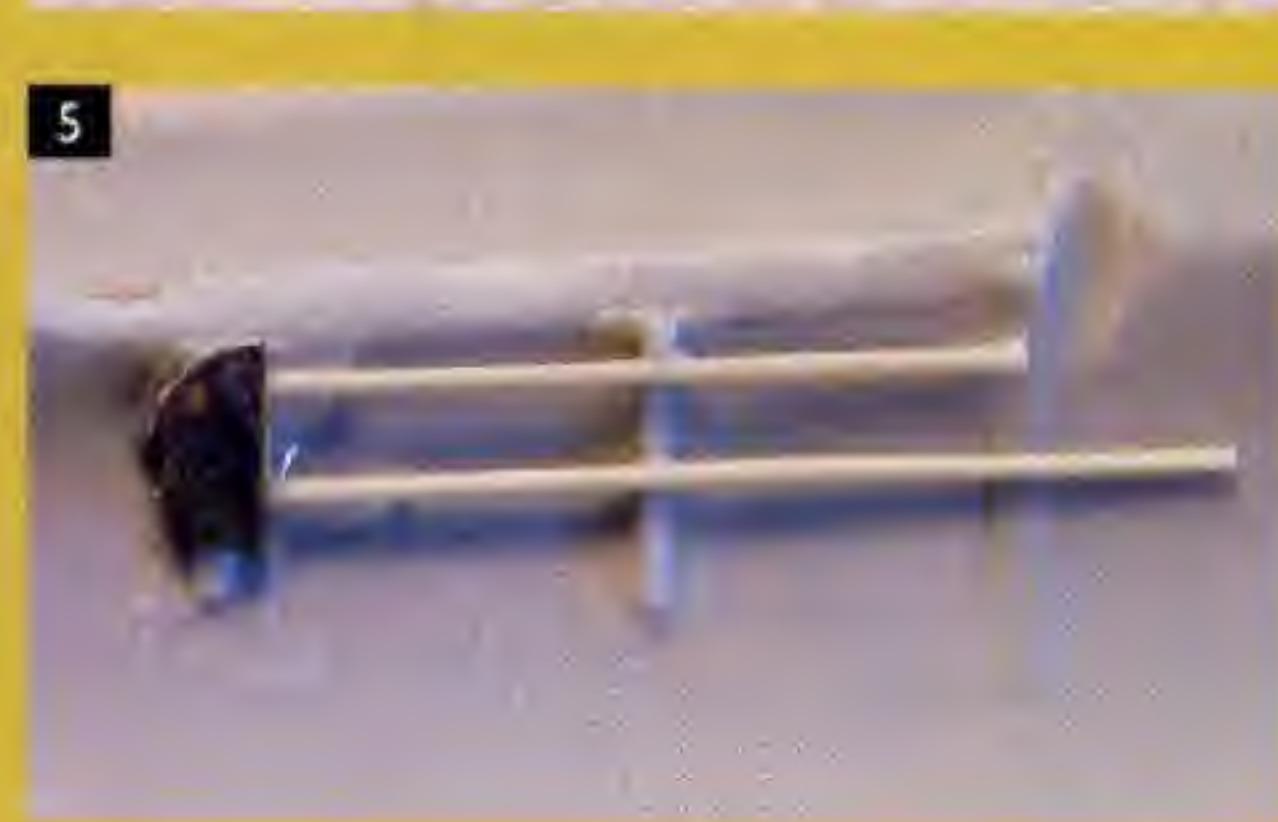
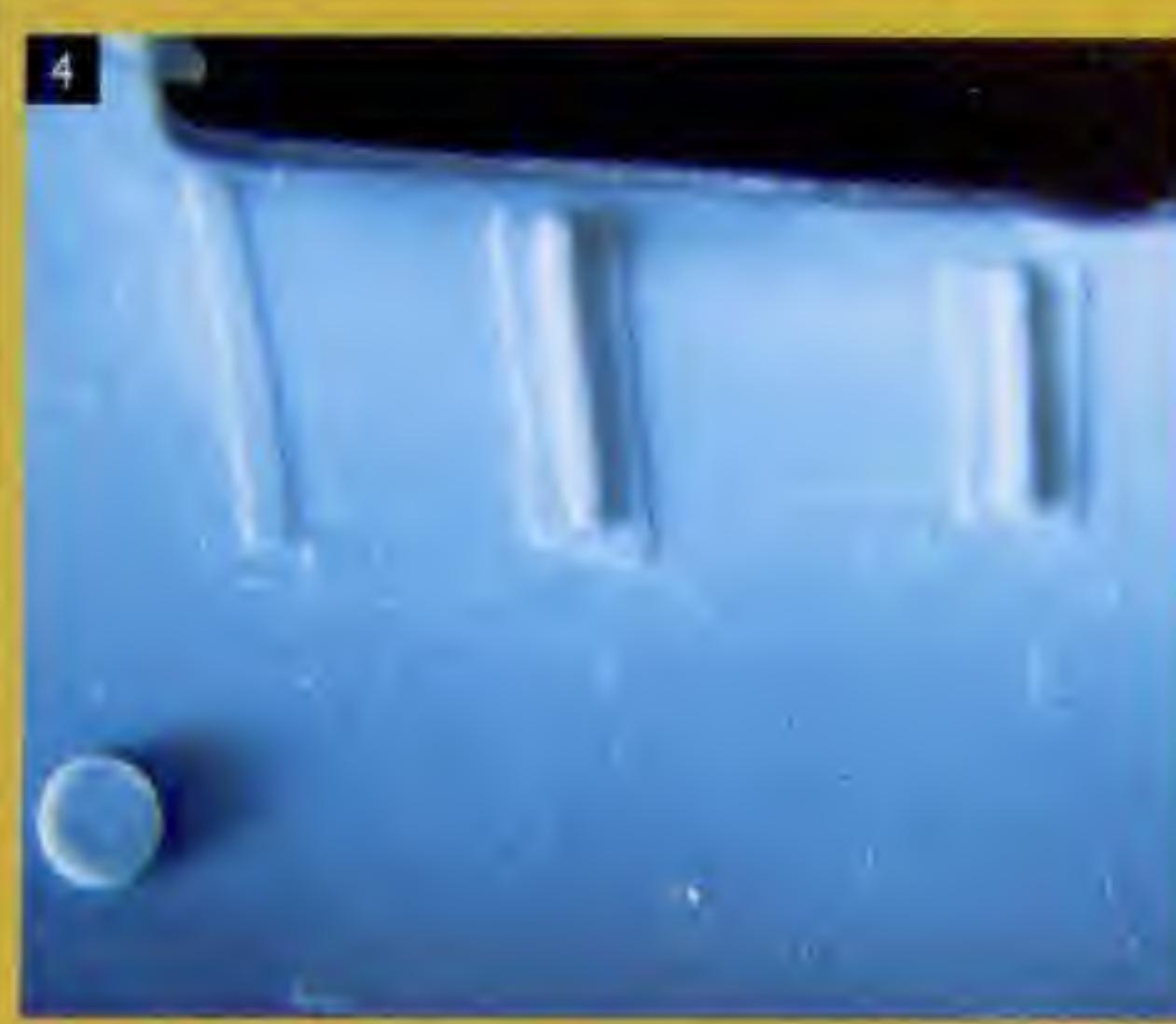
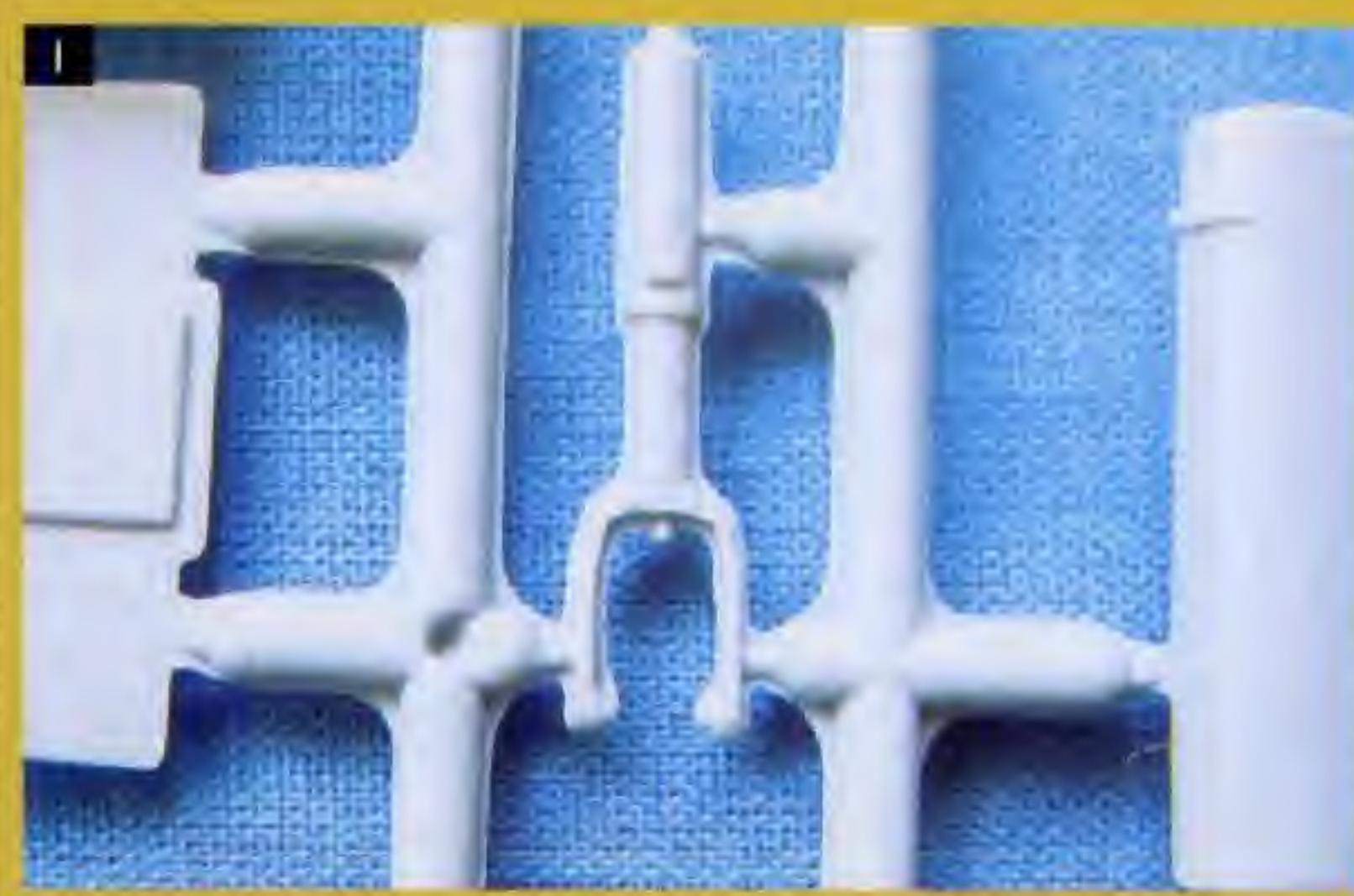
Gloster Meteor Mk I (See Photo 1b), the various levers and tubing were added to represent the aircraft as it first flew in 1941 (See Photo 5). At the same time I got to work on the cockpit itself. Special Hobby don't give you a lot to start with here, especially the back plate, it's very busy in real life. The visible framing was built up using stretched sprue (See Photo 6), then shaped using body filler, the air brake pressure gauge (top right hand side of the rear wall) was made using some hollow tubing cut to size and filled, now we come to a contentious issue! There is NO headrest fitted to the Whittle, it is in fact a undercarriage warning buzzer (a speaker cone to you and me) and so this was represented by part 32 off the 'Zoom' fret. The seat belt fitted to the G.40 was of the standard Sutton type (again from the Meteor 'Zoom' fret), however it was fitted to the back of the rear cockpit wall through a cut-out just above the seat; this was achieved by cutting out the hole and then filing it to shape. For the two levers (left for the seat height and right for the hydraulic hand pump) two holes were made in the rear cockpit wall, either side of the seat just above floor level. The levers themselves were made up out of stretched sprue (See Photo 7).

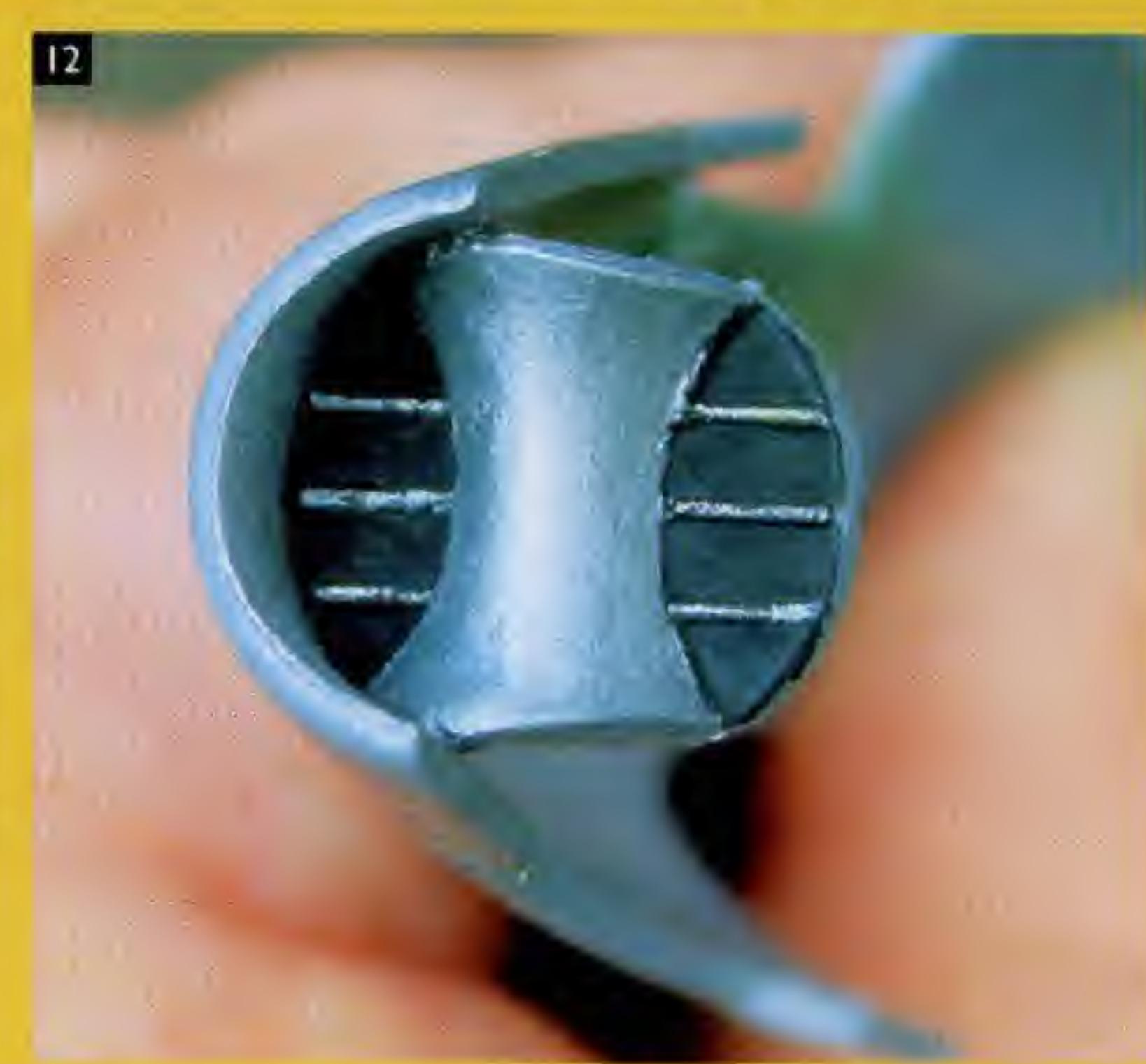
Next was the instrument panel and there are some real problems here (See Photo 8). First as you can see the instruments do not fit, they look over-scale to me, also the instrument layout bears little resemblance to the real thing! Last but not least the whole panel is the wrong shape. By rights I should have replaced the whole thing (the 'Zoom' Meteor panel is a much better shape and scale [See Photo 9]), but it would require a lot of reworking to the instrument layout to justify its use! so I stuck with what was provided, building the lower panel and shelf from plasticard, and adding the compass from my spares box (See Photo 10). The control

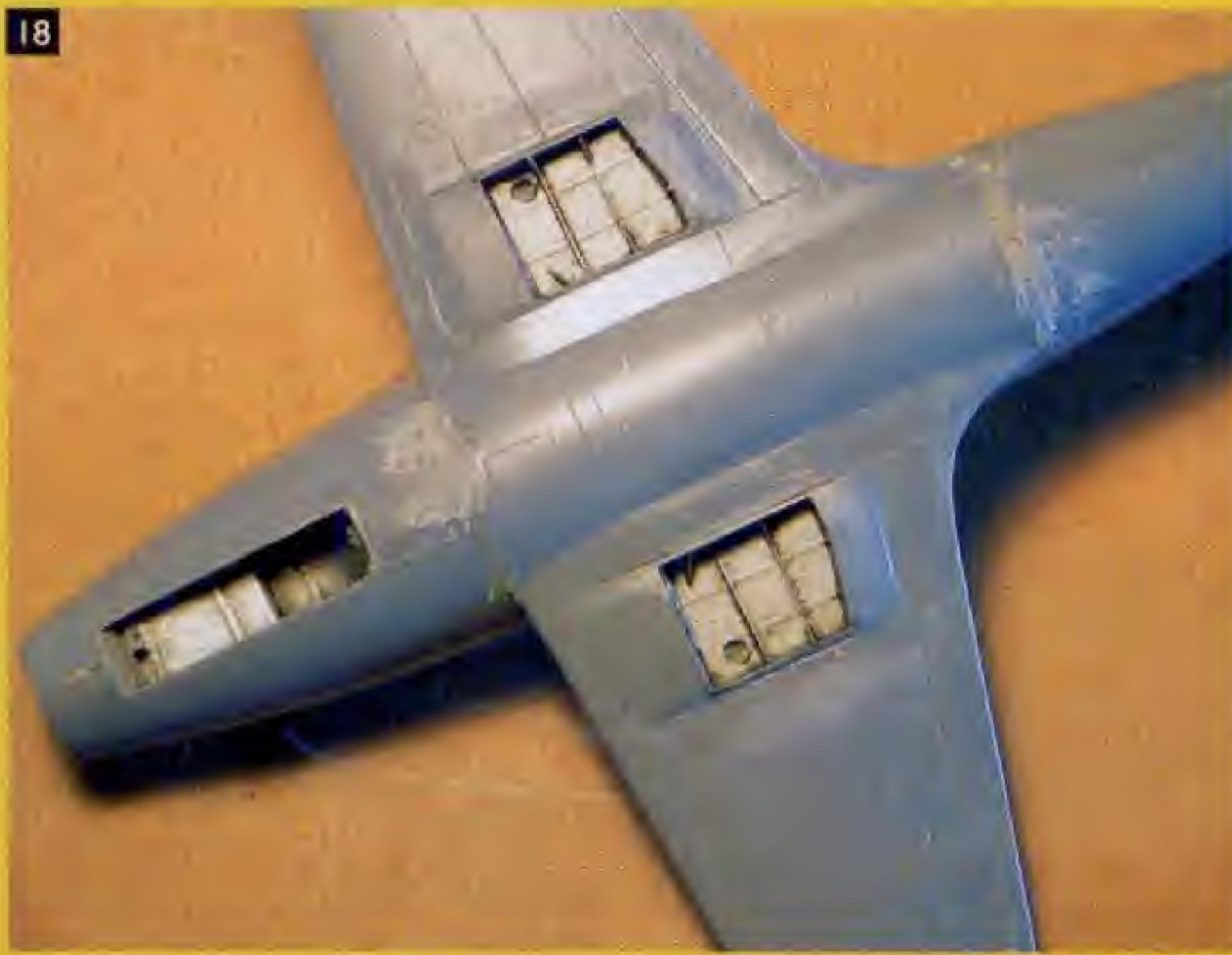


Gloster E.28/39 Pioneer

Scale: 1/48th	Parts: Plastic 54 (Grey), Etched 4, Clear 1
Kit No: SH48017	Decal Options: 2
Price: £15.35	Manufacturer: Special Hobby
Panel Lines: Recessed ✓	UK Importer: Hannants
Status: New Tooling ✓	Item No: SAM11111
Type: Injection Moulded Plastic & Etched Brass	







column is not too bad, just needing a clean-up and painting (See Photo 11).

On to the intake, all I did here was to add three pieces of thin sprue each side of the splitter to represent the airflow dividers in the intake ducts and thus giving the intake some depth (See Photo 12). Now that was out of the way I could look to the undercarriage and wheel wells.

Main Wheel Wells & Undercarriage

Just like the cockpit you don't get a lot here, the main wheel wells are much too shallow, they really need a complete rebuild, but with some scrap plasticard and reference to 'Jet Pioneers' I manage to get them looking a bit more lifelike (See Photo 13). The front well is somewhat better, but the bulge for the wheel (where it enters the cockpit) is too wide (See Photo 1e). The main undercarriage itself is made up of three parts each and fitted with no major problems. The same can be said for the front as well, I just added the brake tubing out of wire. However as we are in this part of the world, I do wonder where Special Hobby got references from, because if you study the G.40 photos, you can't but notice that both the front and main undercarriage assemblies look a lot smaller than the kit's. This was confirmed when dry-fitting the undercarriage (See Photo 14) but there is not a lot you can do about this (until or if someone brings out a replacement set), unless you feel like scratchbuilding whole new assemblies. This leaves one to deal with it, however unpleasant it is and as you can see it's very unpleasant indeed and if being over-scale was not enough, all the legs are at full extension! In the end I opted for the simple method of cutting down the legs to a more sensible size and shortening the extension on the main legs to try to show the aircraft's unique gait! As well as that Special Hobby have given the main undercarriage a retraction rod

(A10) to the rear where there never was one, as all the mechanism was at the front of the wheel bay and therefore hidden away!

Once the undercarriage is fixed, all that remained to do was to fit the wheel well doors after the painting stage. All the doors are devoid of any detail whatsoever and a tad on the thick side (See Photo 15). They got a clean-up and some hinges fitted, however I could not find any images or drawing of the doors, so the internal detail and retraction gear remains a mystery to me!

The Fuselage

Once the sub-assemblies are finished they can be fitted into the fuselage; the sequence I used was intake, cockpit and then the front wheel well. The cockpit was fitted to the right fuselage half (A34), it's a nice fit, but fit it first, then the front wheel bay (A7) or you'll end up with all manner of problems. You will also need to remove as much of the front of the bay bulge as possible, and some of the front cockpit floor to get the bay to fit where it should. Don't forget to add some ballast here, Special Hobby suggest 30g....right.. that's over 1oz of lead, who are they kidding, 12g is more than enough for the job in hand (See Photo 16).

Now with everything in place the two fuselage halves can be glued together. There are only two minor problems here, (1) the rear cockpit headrest would appear to be a tad narrow, a little filler is needed where it butts up against the opposite fuselage half (A1) and (2) the left fuselage half (A34) is about 1mm short at the rear compared to (A1) (See Photo 17). The fuselage halves themselves fit very well and once sanded the fuselage joint is non-existent, just a bit of rescribing being all that is needed.

The wings can now be offered up to the fuselage, no problems here just a bit of filler (See Photo 18) and then rubbing down. Next is the tail assembly

and this fits very nicely thank you and covers up most of the problem regarding the problem with A34. There is a bit of a gap at the rear, but a tad of filler sorts that out (See Photo 19).

The cockpit canopy (CP1) is, I'm glad to say, an injected item (See Photo 20) which is very clear, however there are three gripes I have with it, [1] it's supplied as a one-piece affair, which is a pain, as for both versions the canopy was always left open!, [2] the centre internal supporting strut is moulded as an external frame member and [3] it is just a tad too short as the canopy itself should overlap the rear canopy fairing. Anyway, you can work with what you have so after painting the frames Humbrol Cockpit Green (79) and fitting it to the fuselage, the front of the canopy was blended in with a bit of filler and carefully sanded to a smooth finish (See Photo 21).

Last but far from least is to remedy the final problem. For reasons best known to Special Hobby they have chosen not to give the aircraft the venturi cover just behind the front wheel bay! This was made from a spare engine air intake from an Airfix 1/72nd Stirling (See Photo 22) kit. All that was left to do before painting was to fit the pitot tube.

To all intents and purposes the kit is now done. After all the work on the cockpit, you can now admire the look of the thing as it does look right (without the undercarriage fitted!). Special Hobby could have got away with it if they had added a stand with the kit, so you could avoided fitting the undercarriage, but as is the trend these days, they did not.

Painting & Decals

You get two options with the kit, the first being the overall bare metal & primer finish of the aircraft as it was in April 1941 for its taxiing trials and the first flight on 8th April 1941 at Brockworth airfield. The second option is for the camouflage finish as it was in May 1941 and the first official flight on 15th May 1941



at RAF Cranwell. I went for the camouflage finish of a Dark Green and Dark Earth upper surface and a yellow underside. The paints used were from Hannant's Xtracolor range: X1 RAF Dark Green, X2 RAF Dark Earth and X11 RAF Trainer Yellow. All the paint was applied by brush. A note of warning here: the colour plan is very misleading as the camouflaged pattern appears to be wrong (See Photo 23), so check your references until you are happy.

The decals provided by Special Hobby on first impression are very good, but there was a problem with the alignment of the white under layer, which leaves a slight overlap on one side of B Type roundels and the fin flash. This is not apparent until they are placed (See Photo 24). Another discrepancy is that the A1 fuselage roundels are too small; they are shown as being the right size on the colour plan and the box art work, (they were used to show you the problem). I also feel that the underwing

roundels are suspect, but I haven't found any photographic evidence one way or the other, so again they were used. On the plus side the decals do settle down very nicely without the need for any help such as Micro Sol and Set.

The final matt finish was meant to be an overspray of the new Hannant's Xtracrylix flat varnish XA-1F however it dried out in a silk finish! Not what was intended at all. After a quick phone call to Hannants to find out if the paint was meant to be like that, I found out that apparently you must use a flat-sided implement to stir it properly first! Hannants very kindly offered to put a replacement bottle in the post, nice to see some good customer service. On the bright side the Xtracrylix covered very well and dried in the fifteen minutes stated on the bottle! In the meantime I ended up using the good and reliable Polly Scale Flat finish.

Conclusions & Recommendations

What can I say? I was so looking forward to this kit and if you just take the outside, then this is an excellent model as it fully captures the look of the Gloster (without the undercarriage fitted) G.40. It's the right size, being just 1mm too long and 1.5mm too short on the span and that's not bad in anyone's book. It fitted together very well and despite all the difficulties, I did enjoy making it. However if you take into account the inside from the bare cockpit and wheel wells, lack of any real intake, the disgrace of an undercarriage and the problems with the

decals, I have to say I can't help thinking you may well like to take a look at the Arba resin kit reviewed in Vol.6 Iss.8, or the High Planes 1/72nd kit. There is also the new 1/72nd Pavla kit which looks very good.

Of course you may well put your hopes on resin replacement parts becoming available, but as we are still waiting for Derwent engines for the 1/48th scale Meteors, I for one would not hold my breathe. This is a shame, because at least Special Hobby have had a go at a Whittle, but how it got to the shops with all the problems it has I shudder to think, someone has really messed up here. If it was a product from one of the mainstream manufacturers then I can't help thinking that it would have been recalled and the problems sorted out. An attitude Special Hobby could do well to emulate as this could have been my kit of the year!

Many thanks to Special Hobby for the review sample.

Tim Large

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- Gloster Meteor by Barry Jones, © The Crosswood Press Ltd, ISBN 1-86126-162-4
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Web Sites

A Tribute to a Cambridge Engineering Student – www.g.eng.cam.ac.uk/125/achievements/whittle/whitt-r.htm



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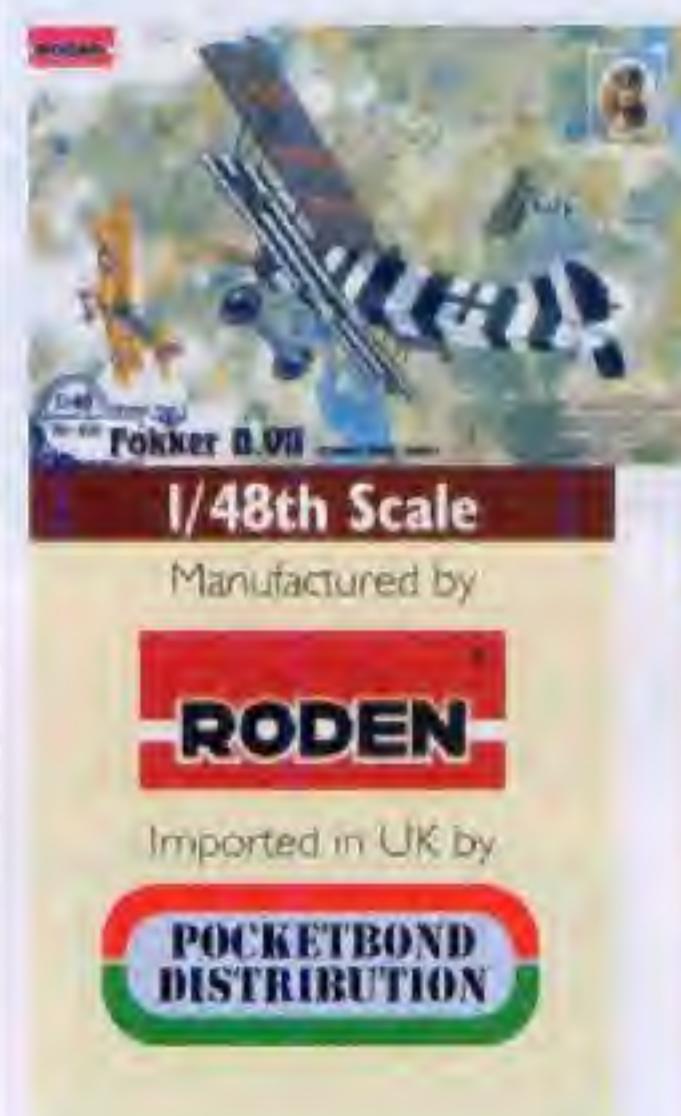
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First of the Last Rodent's Fokker D.VII in 1/48th scale

by Dai Williams

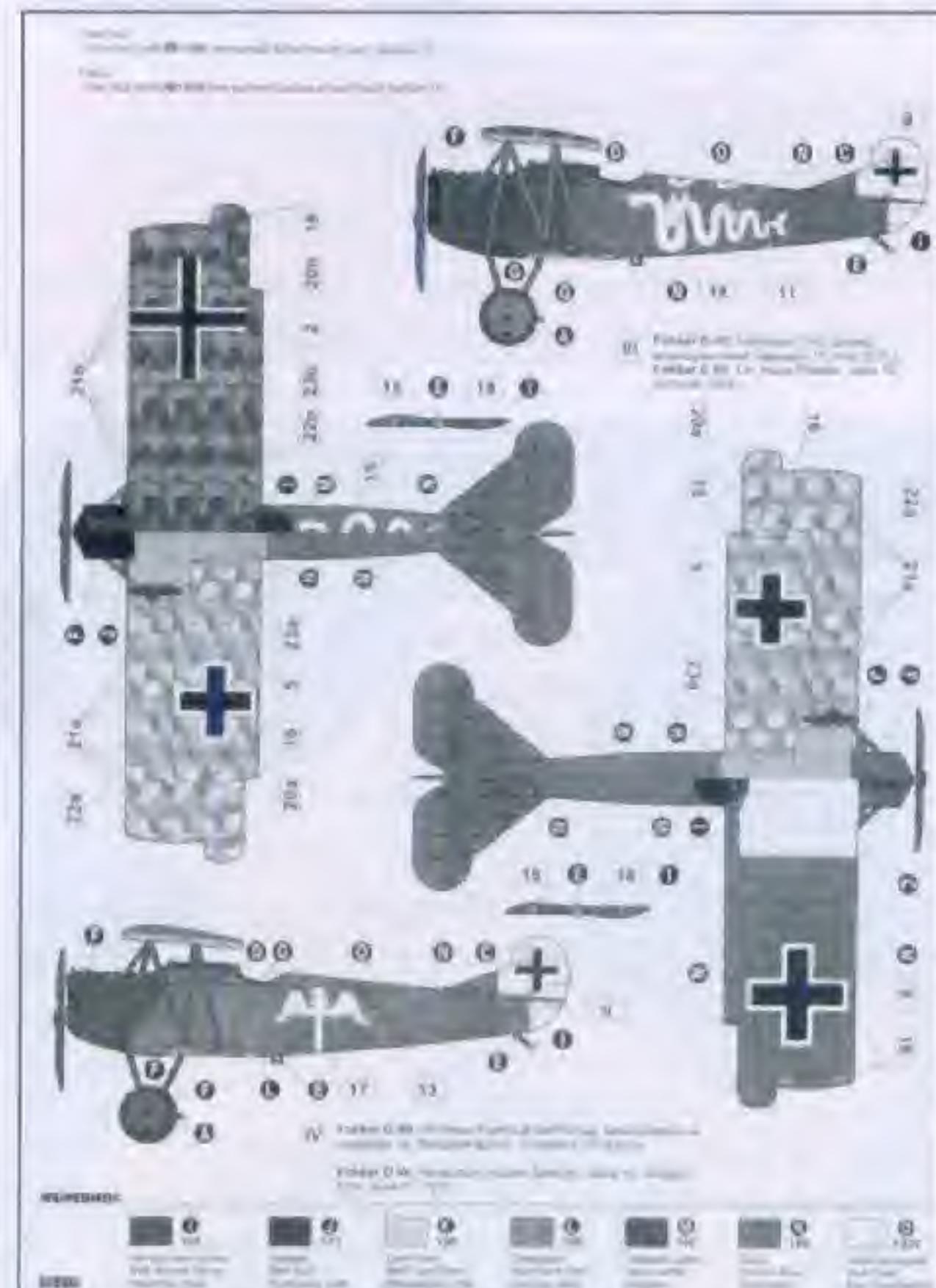
In 1917 the German and Austro-Hungarian air forces began to feel the impact of the introduction of newer allied types such as the British Sopwith Camel and the French Spad 13. The aerial superiority previously afforded by the Albatros fighters had been lost. In order to redress the balance, a series of fighter competitions were held so that the prototype aircraft from a number of manufacturers could be evaluated by front line pilots with a view to introducing more advanced machines into service as quickly as possible. One of the many aircraft participating in the fighter competition held at Aldershof in January 1918 was the Fokker V11. Designed by Reinhold Platz. Despite

some early problems, the aircraft was an immediate favourite with the pilots invited to test the machines on offer. The machine was ordered into large scale production and contracts were awarded to Fokker, Albatros and a number of other manufacturers to build the aircraft, which appeared in its production form as the Fokker D.VII.

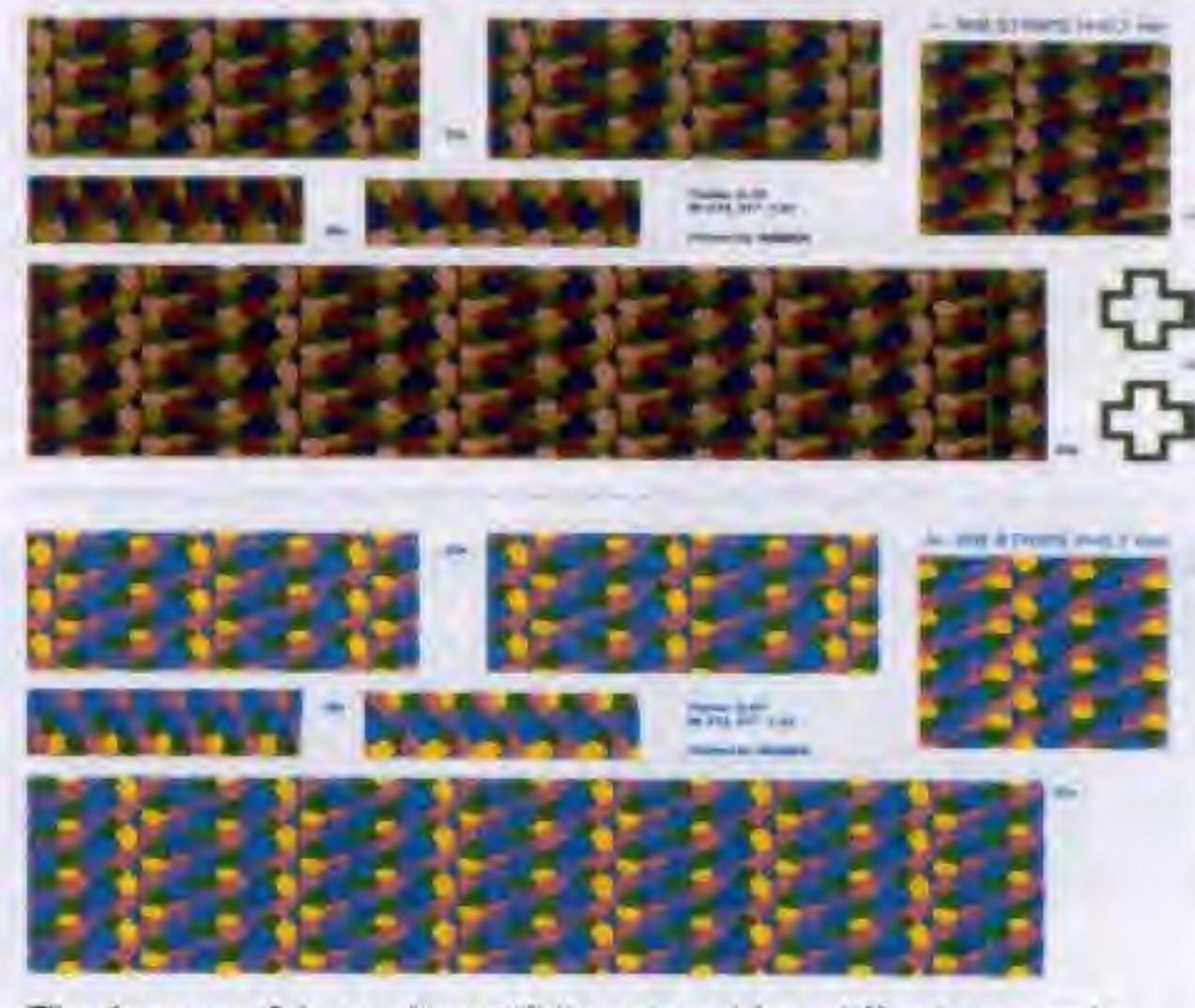
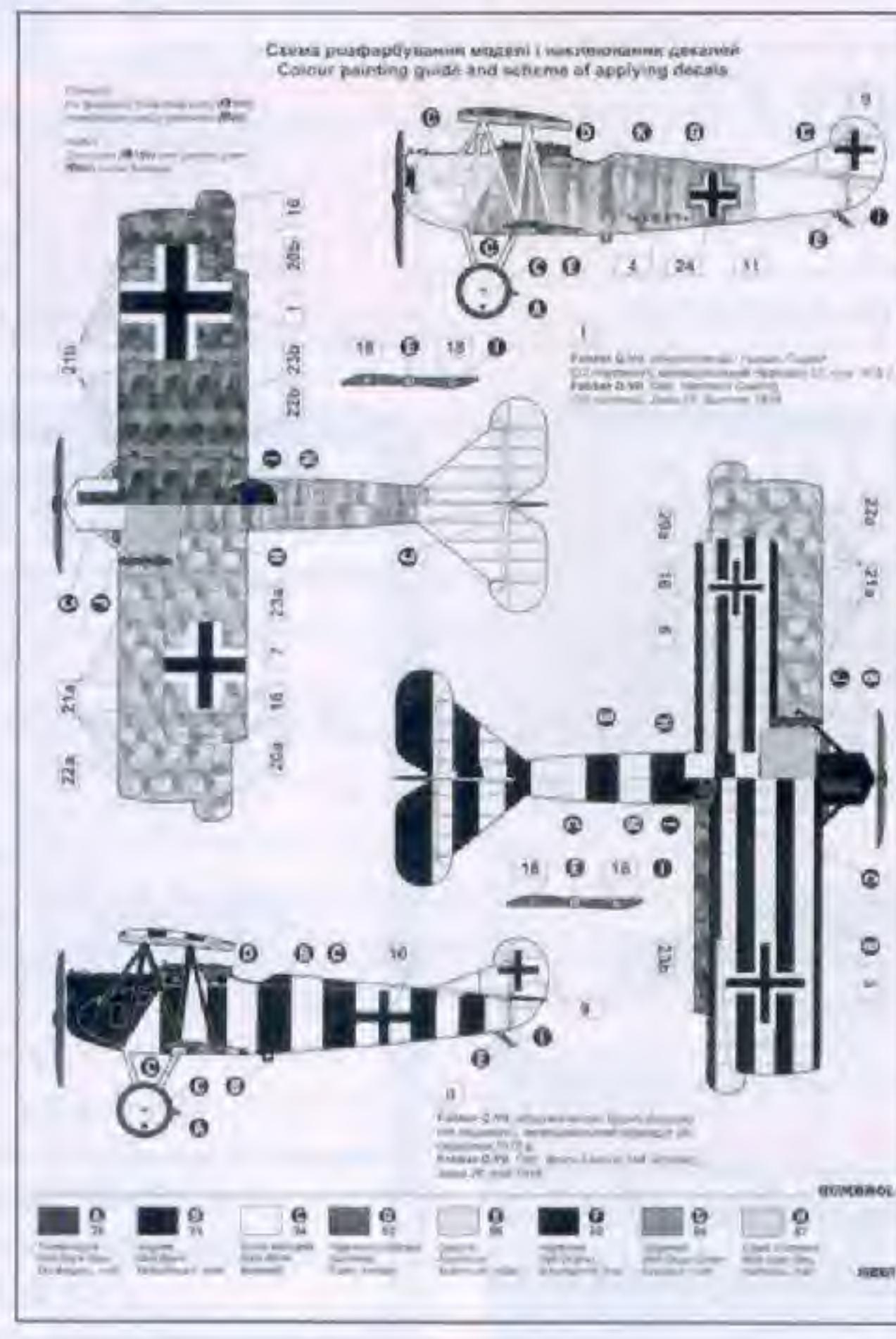
The construction of the Fokker D.VII was in many ways similar to the earlier Fokker Triplane. The wings were wooden though the D.VII had twin spars instead of the single spar of the triplane. The fuselage was constructed of welded steel tube braced by wires. Like the triplane the ailerons and the horizontal tail

surfaces were also of steel tube and the lifting surface covering the axle was also retained.

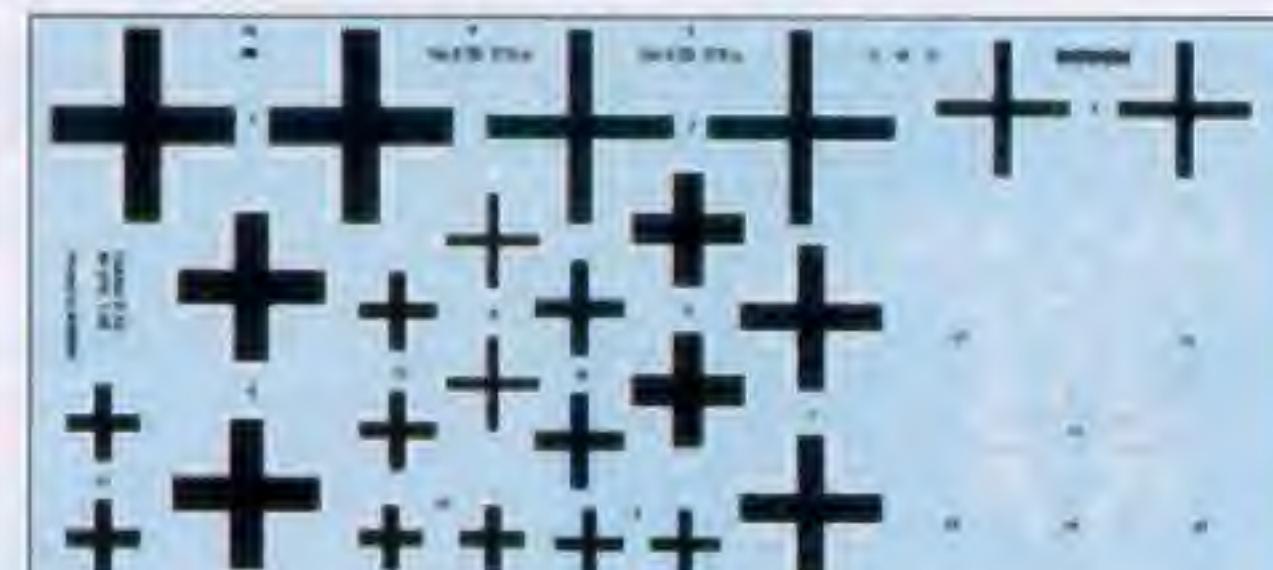
The D.VII was however powered by an inline engine rather than the rotary engine of the triplane. Early examples of the aircraft were powered by the 160hp Mercedes engine but later machines had the more powerful 185hp B.M.W. engine which gave improved performance. The Fokker D.VII was very successful operationally and equipped a large number of front line units. Its success was such that it was specifically mentioned in the Armistice agreement which stipulated that all front line D.VIIs were to be handed over to the allies. A number of aircraft were



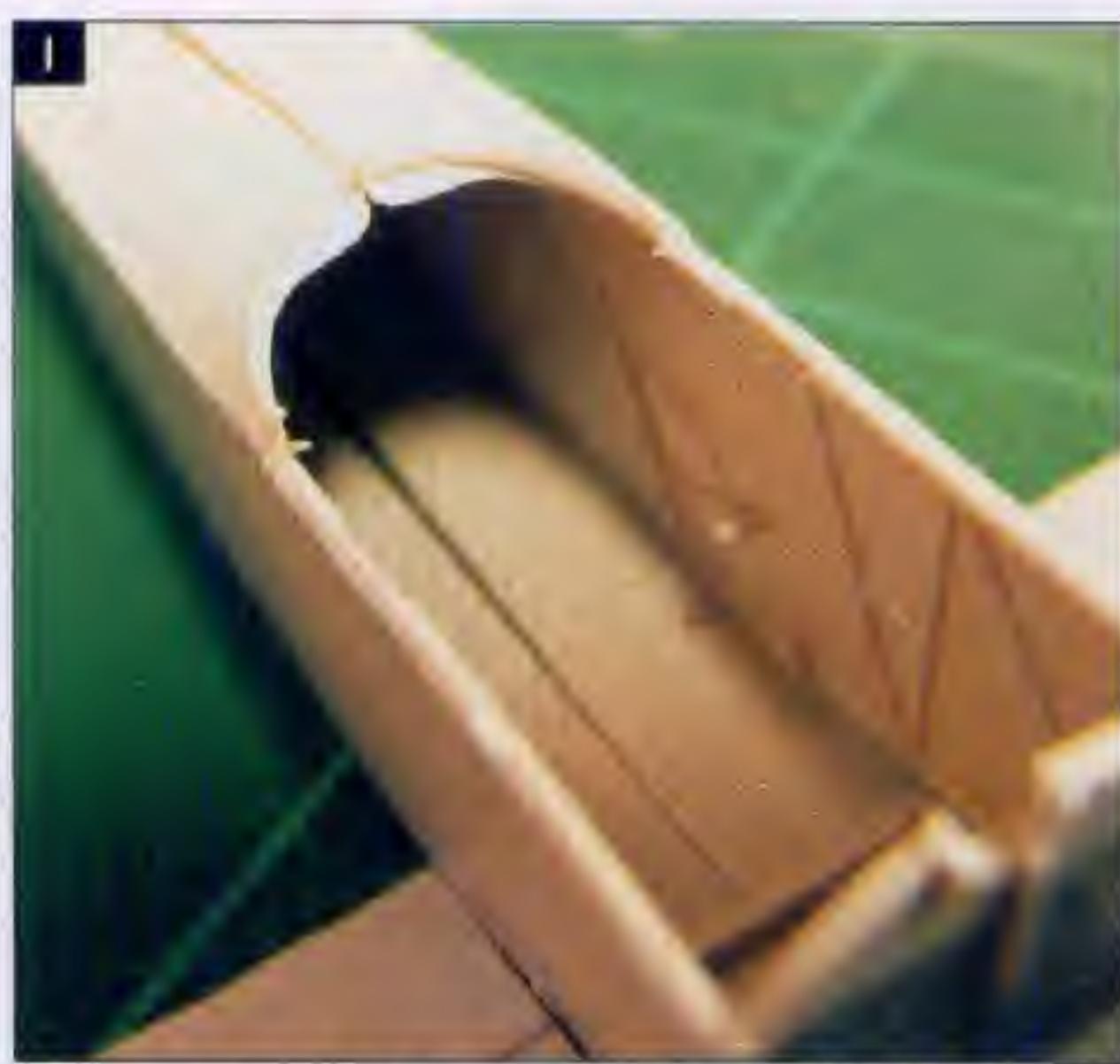
The colouring instructions for the four options



The lozenge fabric - beautifully printed but difficult to apply



Lots of different national markings are provided



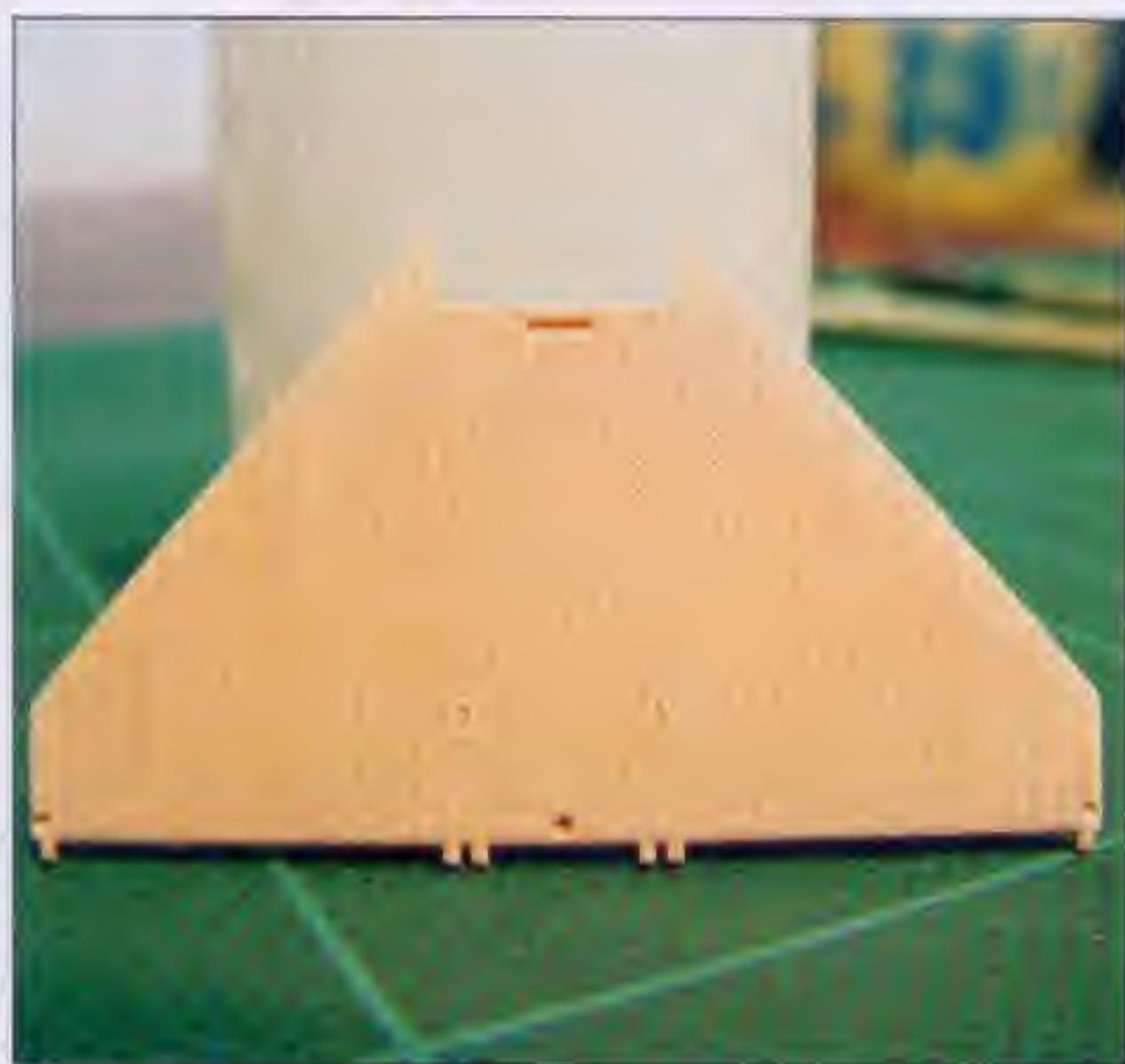
There was a little flash present around the cockpit opening - but the general quality of the parts is excellent



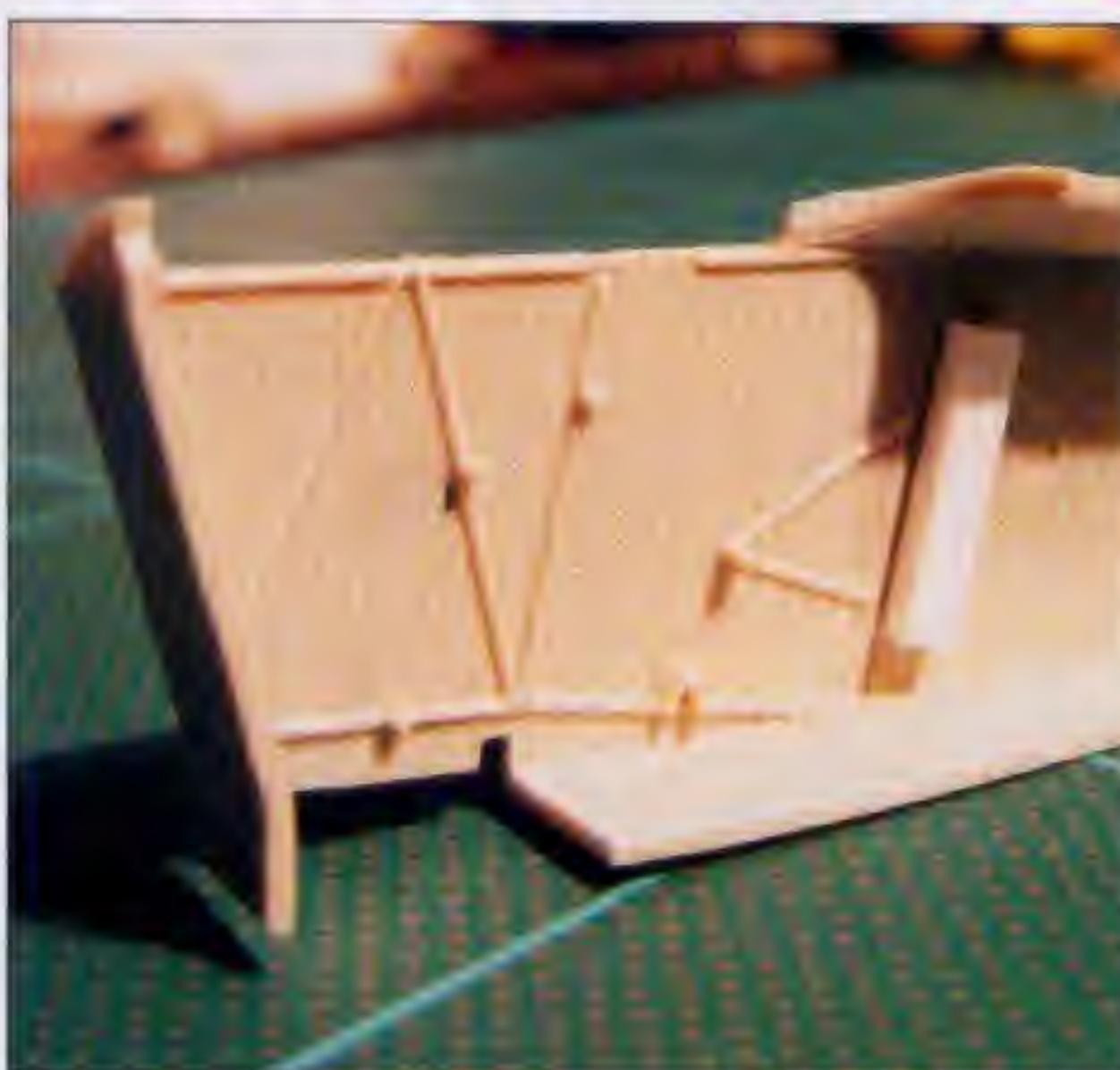
There are couple of ejector pin marks that need filling. Note the good moulded interior structure and at the rear of the cockpit, the 'location point' for the canvas screen behind the pilot



The horizontal tail and the elevator do not fit together well



04.jpg. The strut location points on one surface need to be filled. Note the good representation of cable exit points



The unattractive slab of card serves as a new location point for the canvas screen, the original mouldings having been scraped away



The engine - of which little can be seen in the finished model

destroyed rather than have them fall into allied hands and a number were flown back to Germany against the terms of the Armistice agreement. Some were taken by Anthony Fokker back to his native Holland where production continued after the war. The Fokker D.VII was to see post-war service with the Dutch and Polish air forces and it continued to be used into the 1930s.

The Kit

The Fokker D.VII has appeared many times in static kit form in a number of scales from the venerable 1/72nd scale offering from Revell from the 1960s to their disappointing 1/28th scale offering released a few years ago. In 1/48th scale the D.VII has been produced by Jager Miniatures as a limited issue resin kit, by Revell as a reboxing of the old Aurora kit, and by Dragon. The Jager Miniatures kit retailing at nearly £50 may be too expensive for many, and few of these kits were produced so they are not now readily available. The Revell kit is now showing its age somewhat even though the tools have been upgraded and while advertised as being 1/48th scale I believe that this is actually closer to 1/46th scale. At the time of writing the Dragon kit is out of production and it is probably also difficult to obtain. Roden have produced a variety of D.VII kits in 1/72nd scale and their production of a reasonably priced 1/48th scale version with more to follow is very welcome indeed (See 'Roden and the D.VII' elsewhere).

The main kit parts are in light grey plastic. There are 102 parts in all but not all of these are used in the construction, leaving some very useful items for the spares box. The parts breakdown is unusual in that the entire forward fuselage is to be built as a separate assembly. Most of the changes between different versions of the Fokker D.VII are in this area and Roden will be releasing further versions of the kit with different cowling panels in the future. An early



The wings with plastic rod stacking points. Just visible are the control horns which really do not help with the application of lozenge transfers

Fokker-built example may be built from the parts provided in the kit. One of the first things that is noticeable about this kit is that there is a jump in the quality of the parts when compared with Roden's earlier kits. There is little flash to speak of and the level of detailing on the parts is very fine indeed.

There are no resin parts included, neither is there any brass included with the kit as was the case in the earlier 1/48th Sopwith series. Having said this, the plastic parts on offer look of such high quality that there is little that needs to be replaced. However many modellers may consider that etched jackets for the



The four colour options in the kit

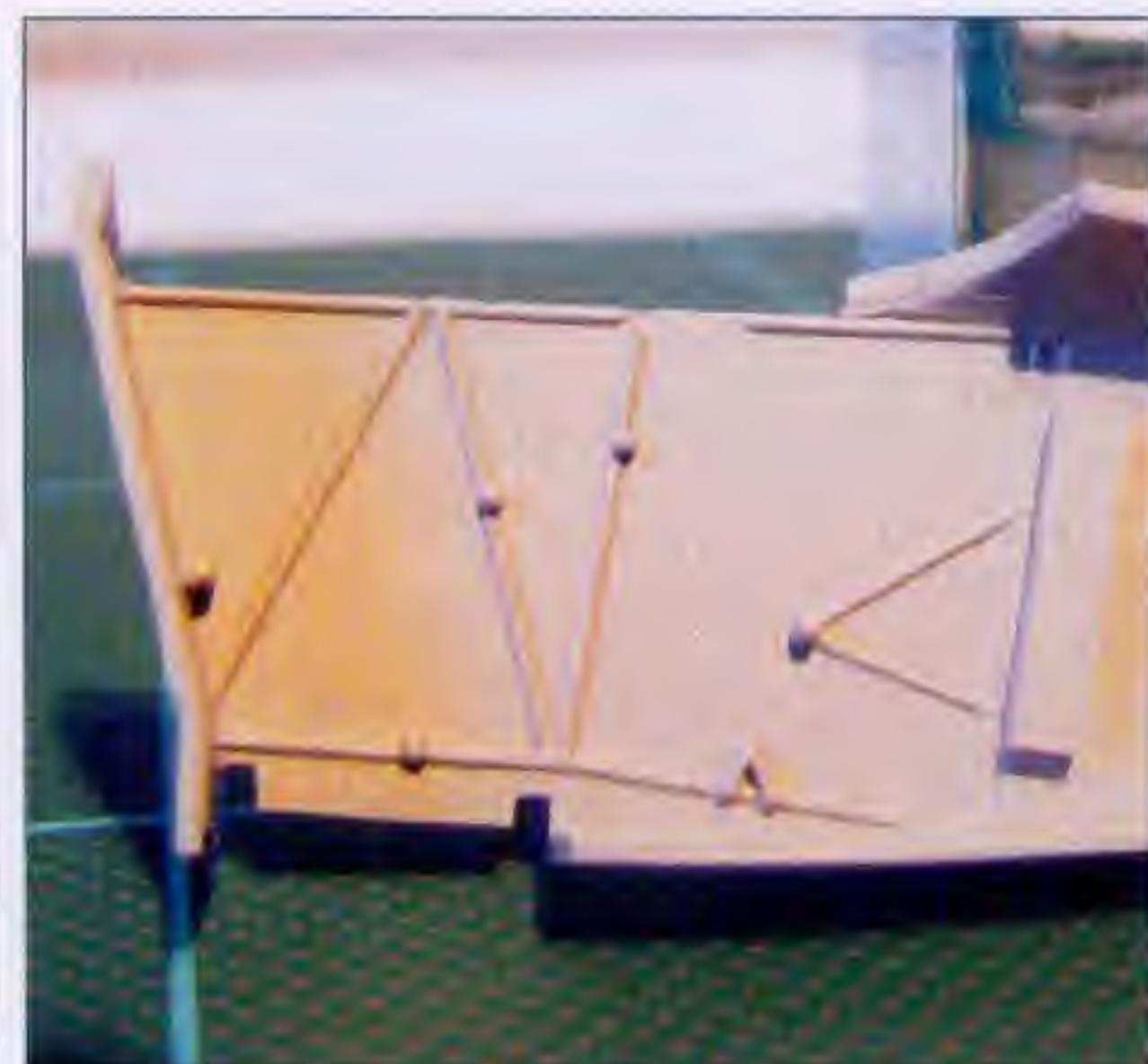
barrels of the Spandau guns are a standard addition in kits these days, and the modeller is left to provide their own seat belts.

The kit allows the model to be made with the engine fully covered, fully exposed or any of the stops in between, by leaving off various cowling panels as desired. A full set of engine mounts is supplied. The 160hp Mercedes engine itself is very well done though if modelled exposed a little extra detailing in the form of wiring may be appropriate.

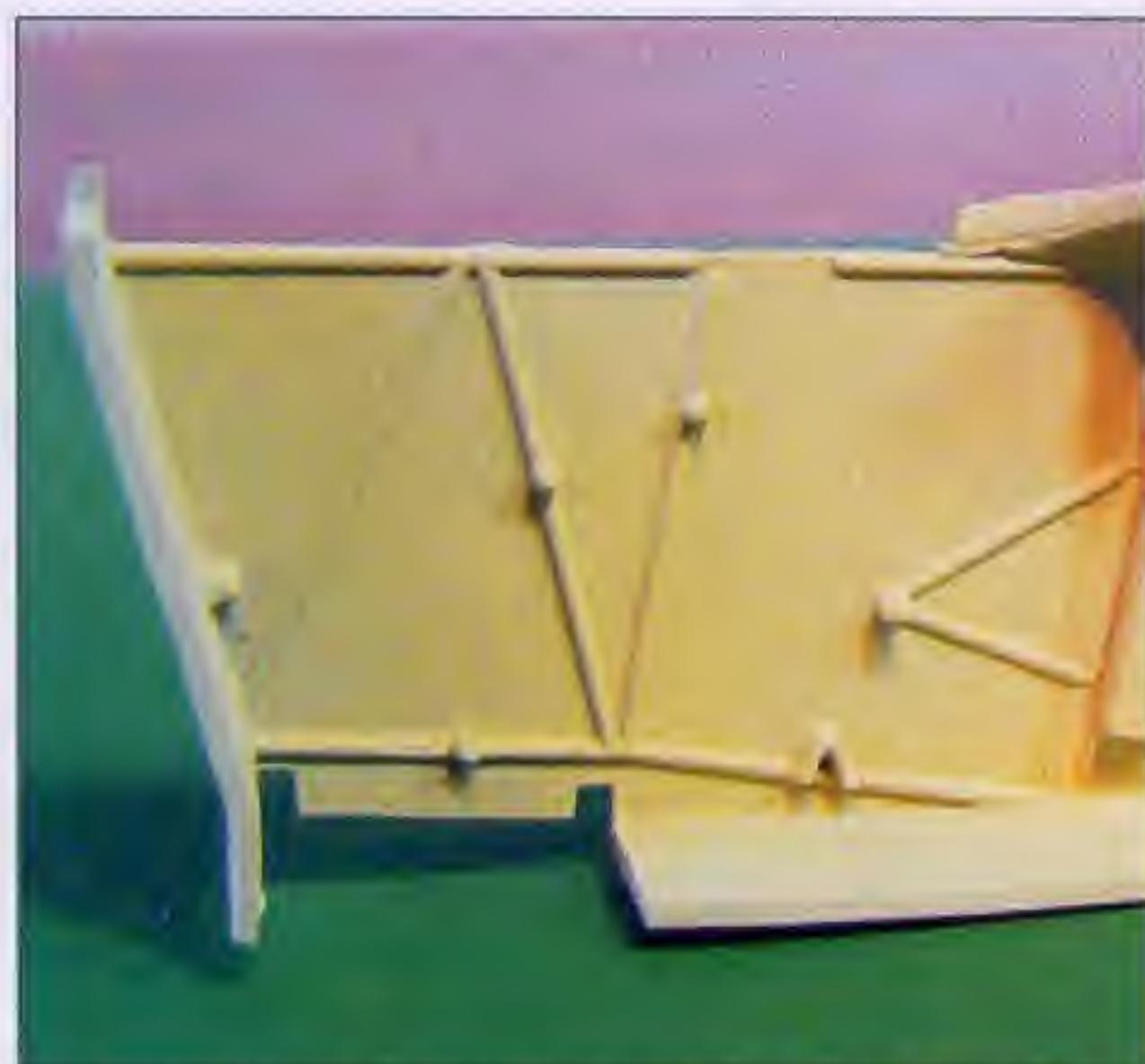
The instructions are fairly clear with well printed diagrams used throughout. The construction sequence does not seem to have any particular logic to it. For example the horizontal tail surfaces are assembled at stage four while the vertical tail surfaces are not assembled until stage eleven. This did not bother me as I frequently deviate from printed instructions and make up my own assembly sequence (for example to tackle obvious problem areas or large assemblies requiring filling and sanding first, or to produce sub-assemblies that can be painted easily). However those inclined to follow instructions more rigidly may find jumping from one area of the model to another and then back again a little confusing. As it turned out, following the instructions may not be a good idea for this kit for reasons that I hope will become clear later on.

There are no paint reference numbers quoted (neither model paint manufacturers or Methuen or Federal Standard numbers) however the colouring information provided is pretty self-explanatory.

There are markings for four aircraft provided. All are very colourful and a number of different styles of national markings are provided (some useful additions to the spare transfers box here). A set of lozenge transfers is provided for the upper and lower surfaces of the wings - though unfortunately none for the fuselage sides and tail surfaces should the modeller wish to depart from one of the schemes



All parts were primed with Halfords plastic primer before painting started



Replicating the streaked paint finish on the inside of the fuselage begins with dark yellow acrylic paint being applied to the primed interior



Streaks of oil have been applied and then smeared with a brush dampened with thinners



Pre-shading has been applied



The whole area is given a light coat of acrylic



The fuselage structure has been picked out by drybrushing with light grey matt enamel

provided. I would not presume to comment on the colours of the lozenge transfers and I daresay that they will not be to the liking of everyone. However they are well produced, they are in perfect register and I think that it is good that Roden have taken the trouble to include them so that you don't have to resort to aftermarket sets unless you wish to. There are no rib tapes provided though a block of lozenge transfer is provided for you to cut your own.

Assembly

It is necessary to wash all the parts in warm water and detergent to remove any mould residue which was quite noticeable on my example. Having done this I checked the dimensions of the main parts against the plans in Windsock Datafile (number nine) on the Fokker D.VII. There did not seem to be any discrepancies here and the separate parts looked spot on dimensionally.

Looking at the high quality of plastic parts as provided, I was reasonably confident that assembly would be straightforward. I had not built a Roden kit before, though I had heard that the fit of some of their kits left a little to be desired. I therefore embarked on a dry fitting exercise to see if there were going to be any problem areas. This highlighted a few things which needed obvious attention. However the big problem area of the kit for me was the assembly of the engine compartment / forward fuselage. Unfortunately, due to the fact that there are no less than six separate parts to the forward fuselage as well as the engine, dry fitting the parts and temporarily holding them together with tape was not easy. Despite these precautions, I did not appreciate the problems that were to emerge later on in the construction sequence.

I started the assembly process with the wings which are odd in that they have separate tips. The Fokker D.VII has quite a complex wing profile and



The moulding to represent the canvas screen behind the pilot

this has been captured well here. A little filler was needed to blend the tips in with the main wing surfaces. In order to make the scalloping along the trailing edge more distinct, I shaped the trailing edge of the wing with a piece of wet & dry paper wrapped around a piece of brass tube. There are two stacking points on the leading edge of the top wing (present as little moulded bumps). I found it easiest to remove these to allow cleaning up of the wing leading edge. I then replaced them with pieces of rod placed into pre-drilled holes. The stacking points for the bottom wing have not been represented at all in the kit and were made in the same way. The lower surfaces of the wings have recessed rib locations. These look a little odd and are not apparent on wartime photos. Given the attention paid to the detail on the top wing, I assumed that Roden had done their homework here and that these were here for a good reason. As I had chosen a subject that was to be covered with lozenge transfers, these recesses were not visible on the finished model. If I build another of these kits in the

future, these recesses will be filled and sanded.

The aileron control horns are designed to be sandwiched between the aileron and the main flying surface. This made them easy to assemble and line up but made the application of the transfers more difficult. I would advise leaving these off until after the lozenge and national markings are applied.

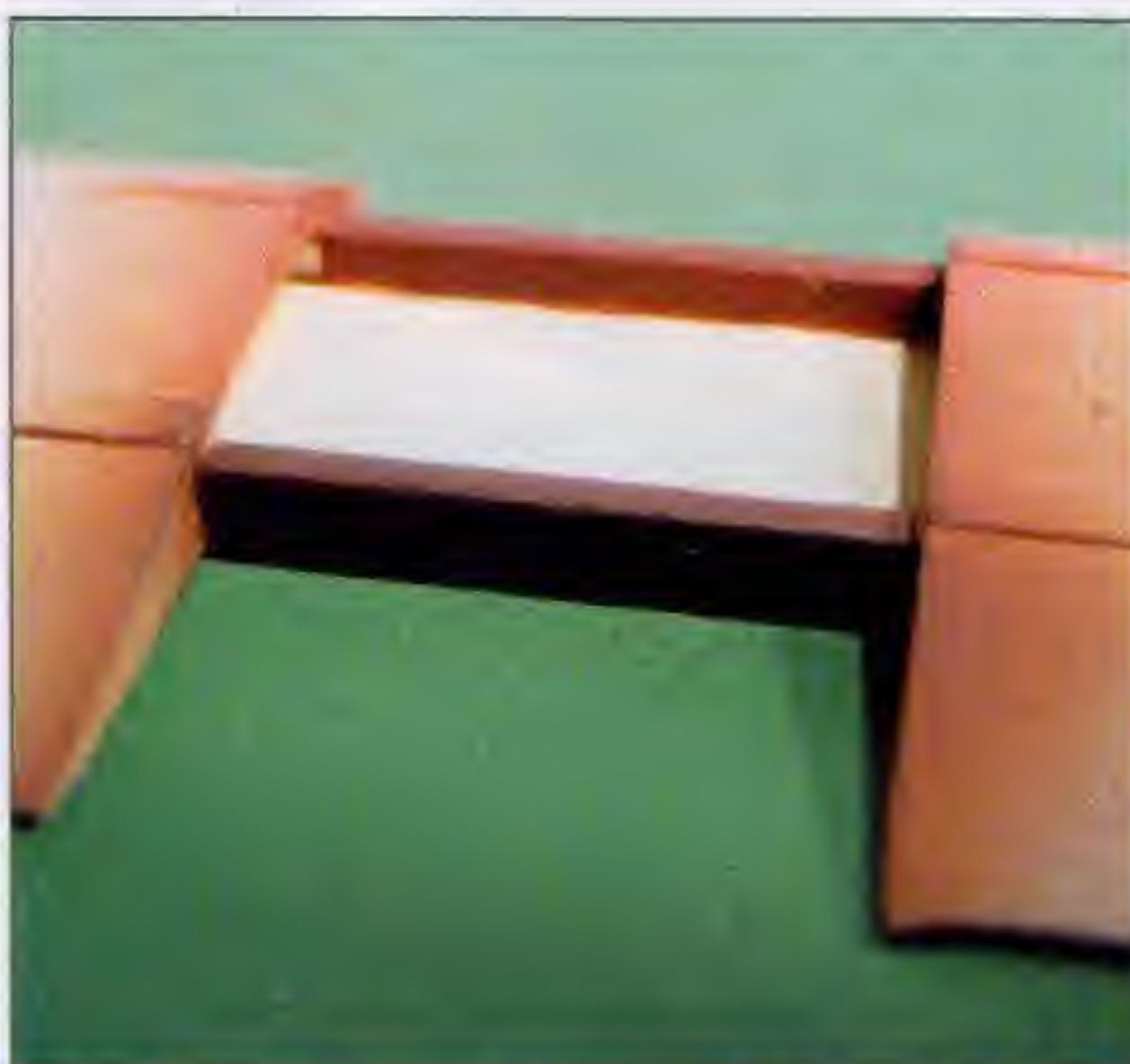
The horizontal tail surface has locating holes for its supporting struts. However these have been moulded into both surfaces and so the redundant set needed to be filled. Dry fitting the main parts had showed that the elevator does not fit onto the horizontal tail surface. I therefore cut the elevator in half and reshaped the recesses for the locating tabs to get a good fit. This may seem drastic but I think it was a neater and easier solution than trying to shave the sides off the elevator and/or horizontal tail surface.

Construction continued with the interior of the fuselage. The fuselage interior has a moulded location ridge for the canvas screen behind the pilot (part 6a). This actually hindered fitting this part more than anything so I removed it by scraping with a No. 10 scalpel blade and added some plastic scrap against which the screen would rest. There are no painting notes for this screen in the instructions. On the early Fokker D.VII, I would assume that this needs to be painted with a bleached linen colour, while those with fuselages covered with lozenge fabric would have had the screen in lozenge fabric too. Incidentally Roden have represented a semicircular top to this screen. I am not sure that this is correct. I removed mine as several cutaway drawings that I have seen do not represent it. Check your references here.

I elected to represent a machine from Jasta 27 flown by Herman Goering. The fuselage of this aircraft had the streaked camouflage scheme applied to many early Fokker-built machines. The interior of the fuselage was finished to represent this streaky exterior finish showing through to the inner side of



The top of the screen has been removed and bracing wires have been added



The wing spars have been picked out in dark brown. The rear spar will later be completely removed



The seat - untypical in that it does not have a cover



The Eduard seat belts - all pre-painted before being applied to the model



The completed cockpit floor



The propeller treated with two contrasting shades of brown and covered with a thin rubbed-in coat of oil paint

the fabric. The undercoated interior was sprayed with Tamiya acrylic (dark yellow mixed with white) to represent the linen. Olive green oil paint was then streaked over this with a small flat ended brush. The structural parts were preshaded lightly in black and then a light overspray of linen was applied over the lot. The effect is perhaps not well demonstrated in the photos but it does work quite well. The fuselage framework was lightly drybrushed with light grey (this colour is often quoted as being like RLM 02). Rolled steel wire was then applied to represent the internal bracing wires.

The cockpit floor was plywood and this was replicated by spraying with Tamiya dark yellow and then lightly streaking raw umber oil paint over it with a broad flat brush. The control bar (part 15B) should go through the base of the control column as opposed to lying next to it as suggested by the locating points on the floor. A small hole needed to be drilled into the base of the column to accept it. Photographs of restored D.VIIs appearing in various editions of Windsock over the years suggest that the pilot's foot controls and the compass to the right of the seat should emerge from rectangular recesses in the floor rather than just sitting on top of it, but these features are not really visible through the cockpit opening so I left the floor as it was.

The pilot's seat on the D.VII was aluminium with a plywood base. This frequently had a black (leather?) cover. I exercised a little poetic license here and represented the seat uncovered allowing the brown and aluminium to add extra colour to the cockpit interior.

The seat belts came from an Eduard set. I have found that an easy way to deal with these etched seat belts was to heat the whole brass fret in a gas flame and then place it immediately in cold water to anneal and soften the brass. All the belts were then painted in one go by airbrushing them with light brown enamel.



My rather unsuccessful first attempt at fitting the engine compartment. The engine will not sit straight and everything has been pushed out of alignment

When this was dry I applied a very thin wash of burnt umber oil paint into any recesses. This provides a little depth around buckles etc. Once this was properly dry I lightly drybrushed the whole fret with linen colour enamel. This highlights the edges of the belts and brings out any raised detail. The metal details were then picked out with a fine brush. The annealed brass conforms easily to the shape of the seat, and drybrushing the whole fret in one go makes it easy to apply quite subtle highlighting of the detail. This is all much easier than dealing with the seat belts one at a time once separated from the fret and applied to the model.

I installed a throttle from an etched set on the left hand side of the fuselage along with a cable from fine wire. Once the floor and canvas screen were installed the fuselage halves could be closed. Check the placement of the cockpit upper decking with its control panel in place before adding any extra interior

detail as it is easy to foul these parts with the control panel when this is inserted. I managed to remove the primer pump when attaching the top deck. The locating points for the seat were not long enough and a small plastic tube support bar needed to be added through the cockpit opening later on. I added some control wires from the foot pedals and the base of the control column, disappearing through the holes in the screen behind the pilot's seat.

I had some problems fitting the lower wing but discovered that this was because I had fitted the cockpit floor too low down in the fuselage. It needs to sit on top of the two small triangular supports rather than under them. This was ineptitude on my part rather than any problem with the kit.

I assembled the engine compartment as per the kit instructions except that all the internal struts were left out. These would not be visible in the finished model with all the panels in place and I feared that including them would just complicate things. Unfortunately this part of the construction was where I encountered some problems. There are three main issues here:

- 1. The cowling side plates (parts 1d and 2d) sit on a raised strip on the base of the engine compartment (part 28b). When located like this it is not possible to insert the engine compartment into the gap between the two front wings. The side plates sit proud of the edges of the base making the whole assembly too wide.

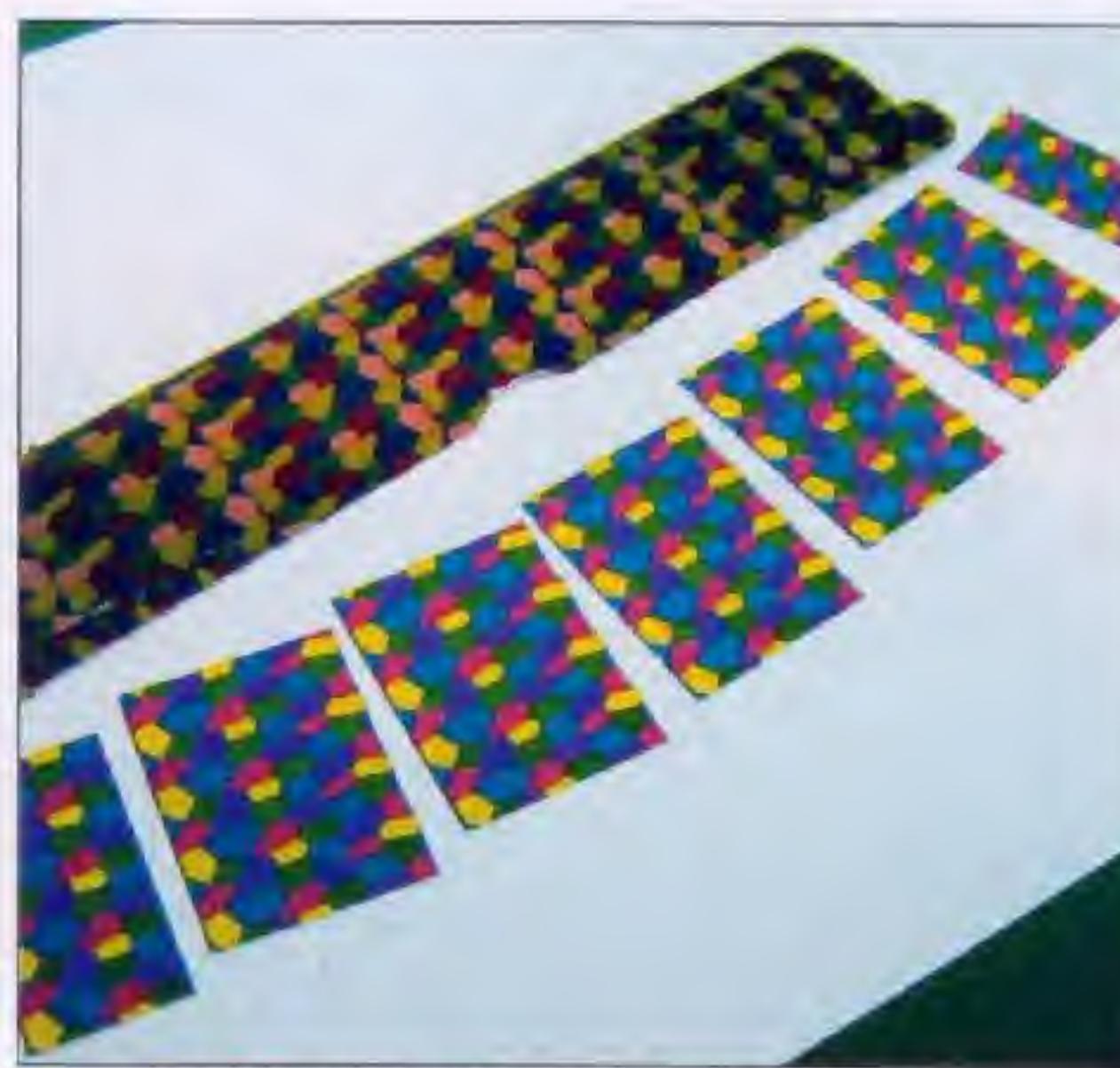
- 2. I could not get the engine to fit correctly either as it fouled the firewall at the front of the main fuselage assembly.

- 3. The top plates (parts 3d and 4d) are quite thick and I could not get these to fit over the top of the engine.

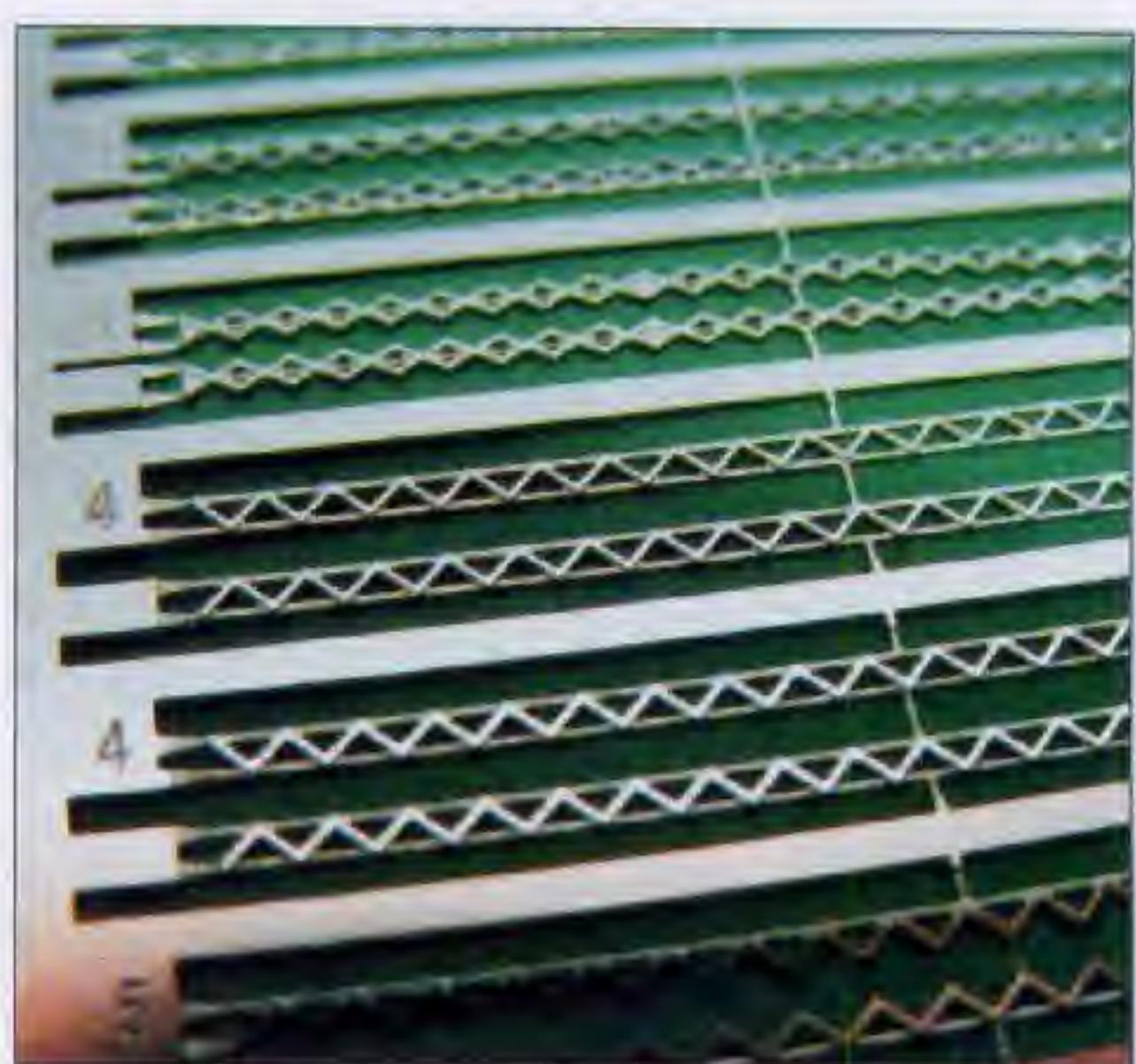
Due to the overall complexity of this area of the kit, I had not picked up these problems during the dry fitting stage. It had not been possible to temporarily secure all of these parts in a sufficiently



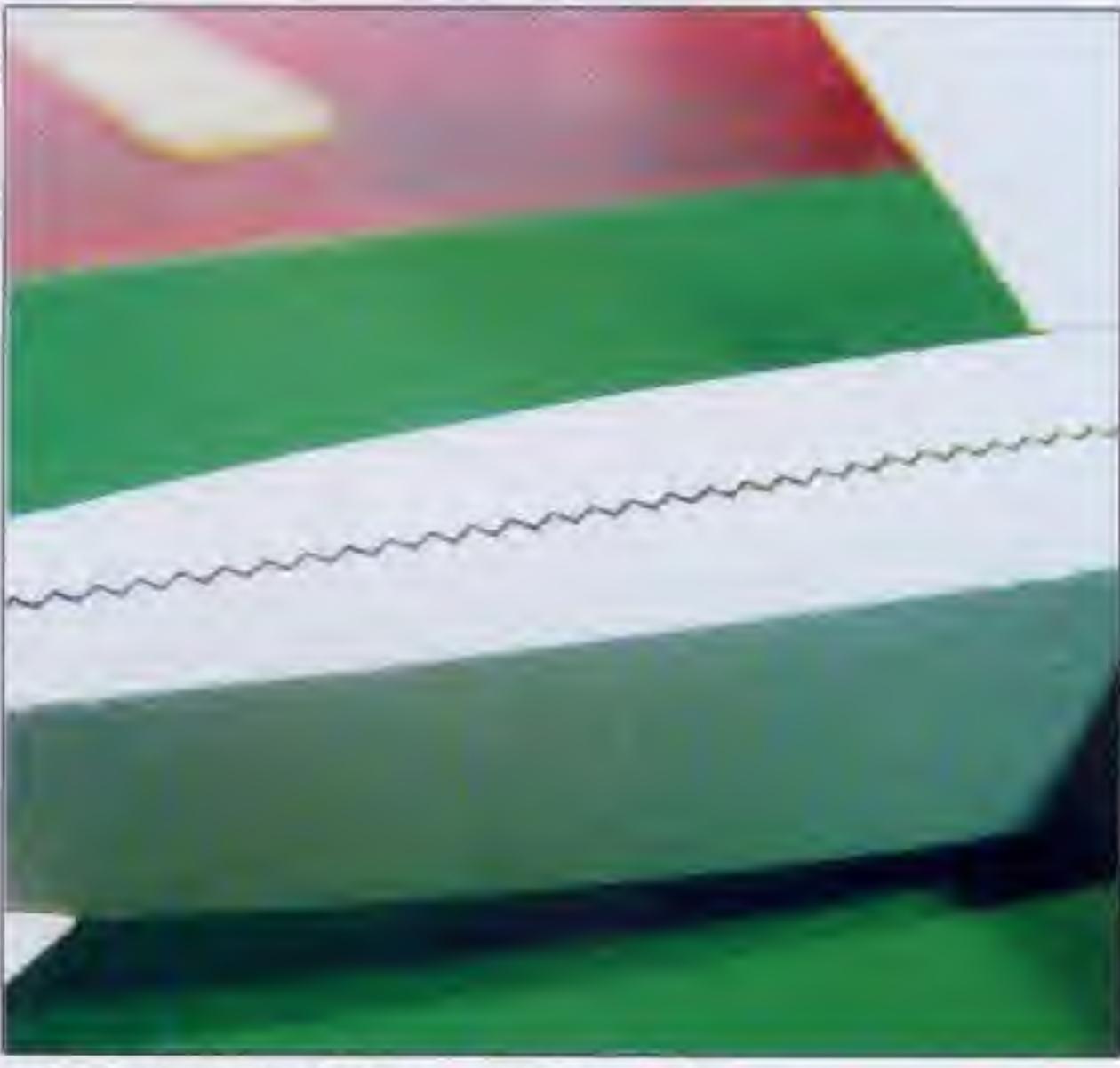
The second attempt was not very neat with some gaps that needed to be filled but at least the parts lined up (mostly) correctly



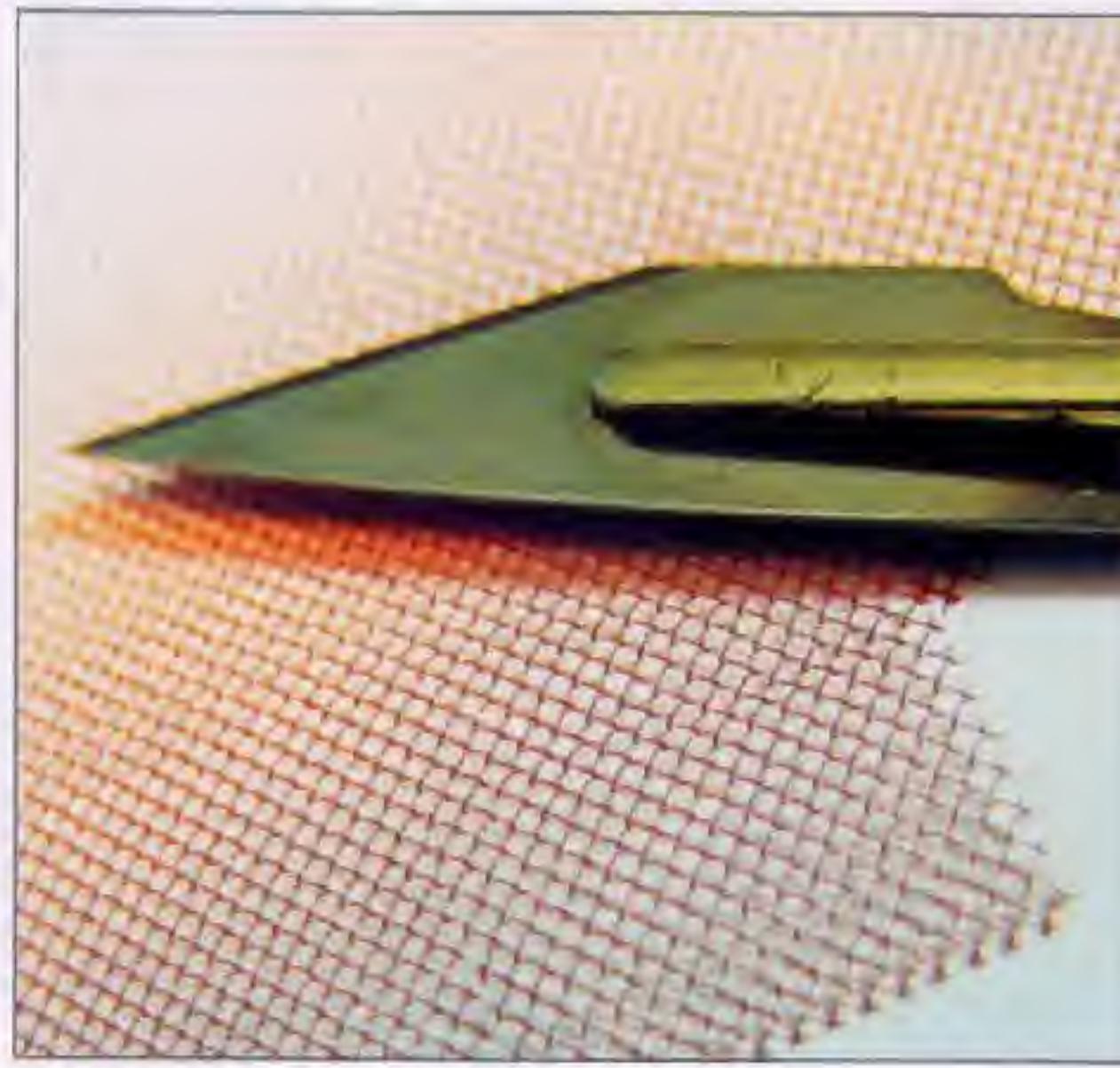
The lozenge has been applied to the uppersurface of the top wing (though it had no real intention of staying there). The lower surface transfer has been cut up ready for application



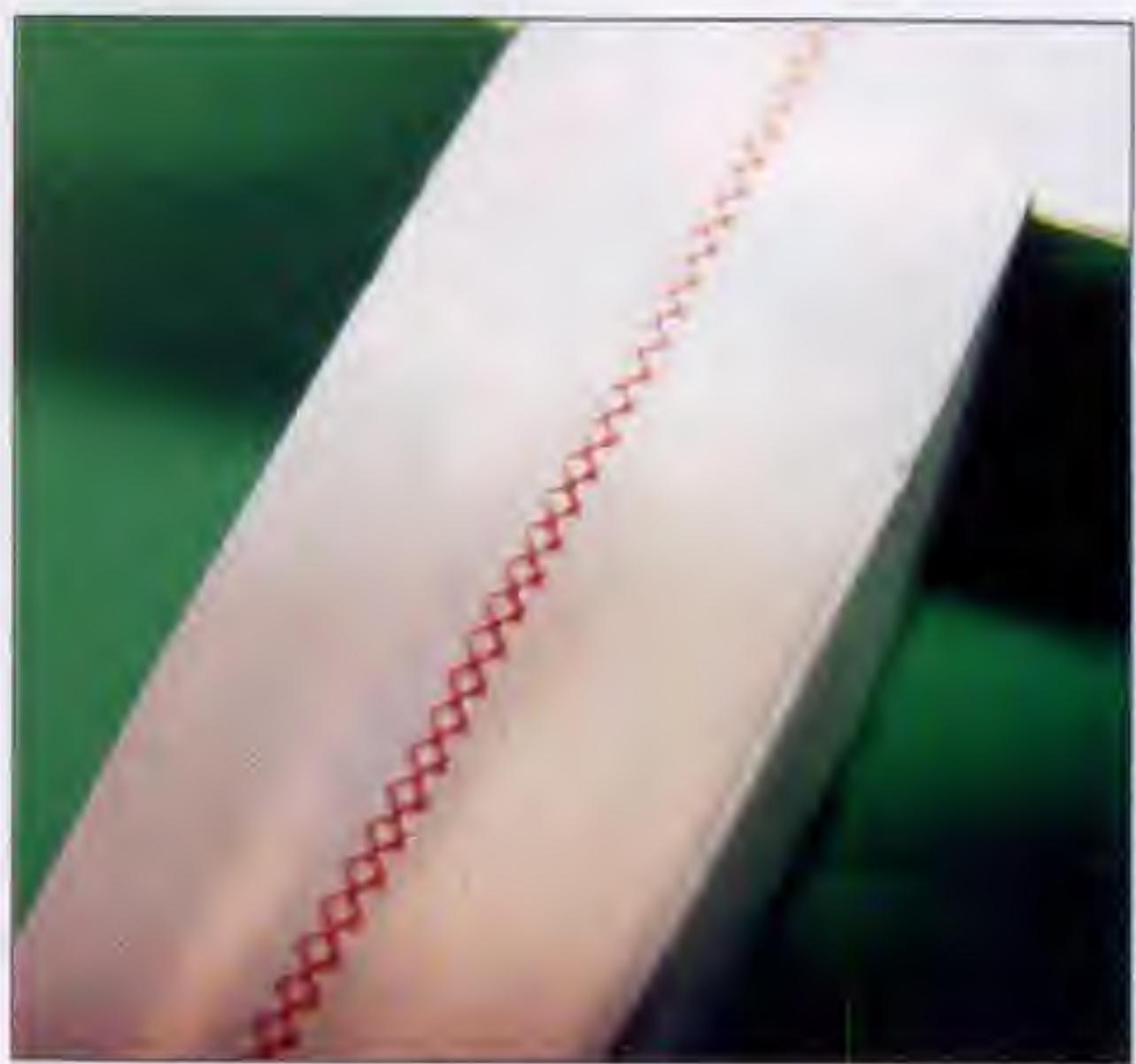
Eduard etched lacing...



...this looked a little heavy when applied



Verlinden mesh was sliced up



...giving a finer appearance

sturdy fashion to spot the forthcoming difficulties. I had no choice at this point other than to pull the assembly apart and clean up the parts as best I could and then rectify things. I believe that the process I followed will hold good for others starting this assembly from scratch, even though it does deviate from the kit instructions.

I first removed the locating lip from the base plate and all the moulded detail from the inside of the cowling side plates, except the supports for the engine. The side plates were then fitted directly to, and flush with, the main fuselage sides working on the assumption that it was pretty obvious where they should go and they would then serve as a basis for the lining up rest of the assembly. The base plate was then added, the side plates now sitting flush with the side edges of this part.

I hacked away the lower rear corner of the engine and removed the two exhaust pipes at the point at which they exited the fuselage side. This allowed the engine to sit inside its compartment and the radiator was then added. There then followed much dry fitting with the engine loose in the compartment and the two top covers held in place with tape. I could not get the covers over the rear of the engine without removing the sides of the circular fairing at the top of part 7V. You may have more success in fitting these parts if they are considerably thinned but mine were in a rather sorry state after the engine compartment was pulled apart so I did not want to risk any more rough treatment.

All in all this left me with an assembly that was less tidy than I would have liked. The early production Fokker D.VII experienced problems with engine cooling leading to combustion of the ammunition (which was rather disturbingly stored next to the fuel tank). This led to the introduction of more cooling vents in later aircraft, but as a temporary solution, some early examples were flown with the top panels



The streaked camouflage has been applied to the fuselage - I'm not convinced it would have been applied to the top deck or the cowling panel as these were not covered by fabric

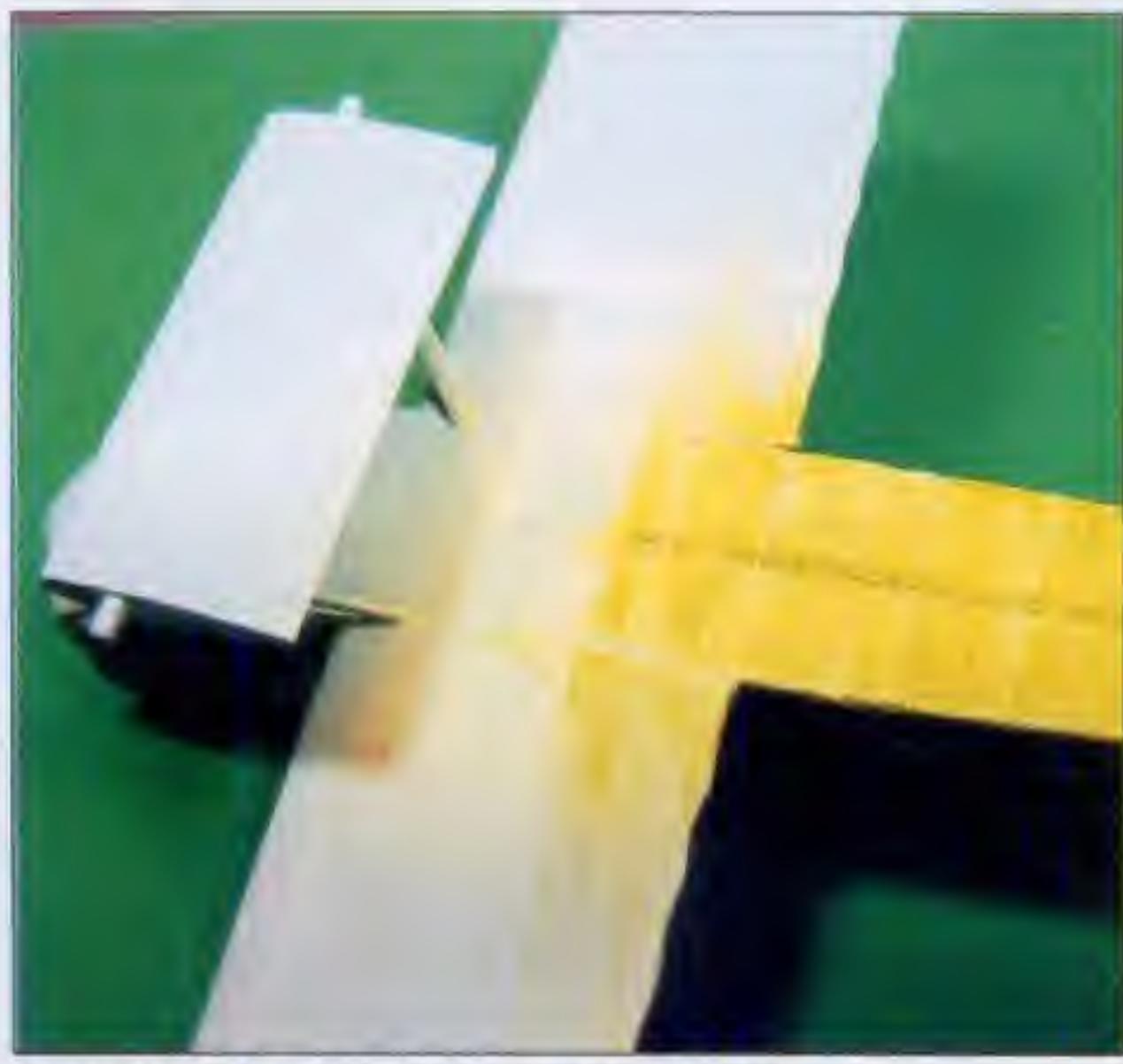
of the cowling left off. Representing your model in this may be a way of getting around the problem of fitting the over-thick top covers, but this is probably not an appropriate thing to do when modelling the forthcoming later versions of the aircraft.

Now that the fuselage was complete, it was left aside for a few days to set (and to allow me to calm down a bit). I turned my attention to the lozenge fabric on the top wing. I undercoated the wing with Halford's Grey plastic primer and then polished it with a rag wheel in a motor tool to provide as smooth surface as possible. I gave the whole wing a coat of Johnsons Klear thinned a little with Tamiya thinner to provide a gloss base for the transfers. I did not like the idea of using the large transfer images provided so I cut them along the joints in the fabric strips to apply these separately.

The lozenge transfers detached themselves from the backing paper almost as soon as they touched

water. They are very thin indeed and are translucent. I suspect that any colour variation on the wing surface to which they are applied will show through. They are also very brittle and care needs to be taken when moving them about. At this point it was apparent that cutting the large images up is essential rather than advisory. I found it difficult to get the transfers to conform to the curve of the wing leading edge and almost impossible to fit over the wing tips. I first tried applying a flannel soaked in very hot water (my preferred method of softening transfers) with no effect. Microsol seemed to have absolutely no impact either. You may have more success with one of the more vigorous transfer softeners like Solvaset. I had to stick them down with Johnsons Klear in some areas. The transfers broke up while the trailing edges were being trimmed despite using a new scalpel blade. The finish was not as neat as I would have liked and there were patches where the transfers had flaked away as they dried. I sealed the whole wing with a couple of thin coats of Halfords clear lacquer applied directly from the can. I would advise undercoating the wing with one of the lozenge colours before the transfers are applied. Perhaps this will make the inevitable breaks in the transfers a little less obvious than they were on my light grey primed wing. The darker of the two greens on the top surface is a close(ish) match for the green on the lower surface and this may be a good bet for both surfaces of the wings. I had no option but to touch up the broken areas with paint.

The instructions on the transfer sheet indicate that the block of lozenge provided for the rib tapes should be cut into .7mm strips. There is only just enough transfer provided for this. Roden could have done with providing a little spare here. Even when using a brand new scalpel I could not cut the sheet to anywhere near the size required without the brittle images tearing. My strips had to be thicker than required. Luckily the Editor had kindly provided me



The undersurface has been treated in the same way



The home made cross representing the reduction in size of the fuselage markings

with a second kit and I used some of the lozenge from that to make up the shortfall. I found it difficult to get the sliced-up tapes to adhere to the surface and they also had very visible prominent edges. The strips began to flake off the surface when dry and I had to resort to sticking them down with Johnsons Klear. All in all I did not achieve a particularly neat end product here. I left the transfers for a few days to set (and again to allow me to calm down a bit), reapplied the rib tapes that had flaked away and resealed with clear lacquer. The colour scheme that I had chosen called for particularly large crosses on the wings with large white borders. These are thin but unfortunately it is possible to see the lozenge fabric through white areas. Perhaps this would not be so noticeable if a scheme calling for crosses with smaller white borders is chosen.

I then returned to the fuselage. One feature that could not be represented in the kit was the lacing running along the centre line of the lower fuselage where the fabric covering is joined. I cleaned up the joint and applied a piece of Eduard's etched lacing. Having applied undercoat over this I felt it looked a little overscale for my taste so it was removed and the underside was resanded. I then replaced the lacing with a strip cut from a piece of Verlinden mesh attached with thin superglue.

The streaky finish on the exterior of the fuselage was represented by spraying the fuselage with Tamiya dark yellow acrylic lightened with white. This was then sealed with a coat of clear lacquer. I then applied olive green oil paint sparingly over the whole area with a flat brush. The streaks were represented by cleaning the brush, dampening it very slightly with thinner and dragging it lightly across the paint. I'm sure that there were variations in the way that this was done from machine to machine. However the photos of machines finished in this way tend to show the fuselage top being streaked diagonally from top right

Roden and the D.VII

So far Roden has systematically set about producing just about every version of the Fokker D.VII. Initially this was only in 1/72nd scale, but in late 2002 they announced that they intended to also produce them in 1/48th scale. Those produced at the time of writing (November 2004) are as follows:

Fokker D.VII (Fokker Late)

Scale: 1/72nd
Kit No: 031
Price: £5.49
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 62 (Grey)
Decal Options: 5



Fokker D.VII (Early)

Scale: 1/72nd
Kit No: 025
Price: £5.49
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 62 (Grey)
Decal Options: 5 (Inc Lozenge Fabric)



Fokker D.VII (OAW - Mid Production)

Scale: 1/72nd
Kit No: 029
Price: £5.49
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 51 (Grey)
Decal Options: 5



Fokker D.VII (OAW - Early Production)

Scale: 1/72nd
Kit No: 013
Price: £5.49
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 51 (Grey)
Decal Options: 3



Fokker D.VII (Albatros, Late)

Scale: 1/72nd
Kit No: 035
Price: £5.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 60 (Grey)
Decal Options: 5



Fokker D.VII (Albatros, Early)

Scale: 1/72nd
Kit No: 033
Price: £7.25
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 5



to bottom left (matching the wings if similarly finished), while the streaks on the fuselage sides run straight up and down at 90° to the line of flight. Critical observers will see that I have managed to get this wrong, with the streaks on the top of the fuselage going from side to side and those on the sides sloping backwards. This was nobody's fault but my own.

I sealed the oil paint with another coat of clear lacquer. It looks as if Goering's machine had a large fuselage cross at some stage in its career and an attempt had been made to reduce this in size or at least make the white surround less obvious. A green transfer is provided for this but I chose to mask the area and use the same oil paint as was used for the camouflage streaks for a more 'applied in the field' appearance.

When the oil paint had dried for a few days and

To date the D.VII has also been produced in the following versions in 1/48th scale

Fokker D.VII (Fokker-built, Early)

Scale: 1/48th
Kit No: 415
Price: £17.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 4



Fokker D.VII (Fokker-built, Late)

Scale: 1/48th
Kit No: 417
Price: £17.50
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic



Fokker D.VII (Albatros Early Production)



Scale: 1/48th
Kit No: 421
Price: £17.50
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic

Still to come in this scale are:

- #418 Fokker D.VII (OAW Mid Production)
- #420 Fokker D.VII (OAW Early Production)
- #424 Fokker D.VII (Albatros Late Production)

had been sealed with more clear lacquer, the fuselage was masked. The areas of the fuselage to be painted white were undercoated with light grey. I then applied some black preshading followed by a light overspray of white. The metal panels on the underside of the fuselage were painted in medium grey and the undercarriage lifting surface was painted in aluminium. It may seem more appropriate to most modellers to paint and mask these small areas first and then apply the streaked effect. However experience has shown that the oil paint / thinners combination tends to run along ridges including those created by masking tape. This leads to unnatural looking lines along the edges of the masks.

Having resealed everything with even more clear lacquer, the fuselage and tail transfers were applied. Despite going onto a very glossy surface they did not adhere well and again some images needed to be stuck down with Johnson's Clear.

Final Assembly & Detailing

The guns were put in place and were painted with Humbrol Gunmetal. Despite the solid cooling jackets they looked good when washed with black oil and then drybrushed with aluminium. I drilled out the location holes for the interplane struts to provide a strong attachment point. The interplane struts were then fixed in place on the bottom wings and the top wing was put into place. When I came to fit the struts joining the wing to the fuselage, I hit another rather unexpected problem in that they appeared to be too long. This was probably because the top wing sat too low, being far too close to the top of the fuselage. The interplane struts seemed to be in place correctly so I don't really know what caused this problem. Perhaps it was my fault and drilling out the location holes was not a good idea, allowing the interplane struts to sink too far into the wing. Alternatively they may just be undersized. Whatever the cause, I had to do a lot of



trimming to get the wing to fuselage struts to fit and when compared with photos, the position of the top wing looks decidedly odd.

There is very little rigging to do on the model, this being restricted to a few bracing wires on the undercarriage and tail. Control wires needed to be added around various control surfaces. All of these were made from fine steel wire rolled straight under a ruler and applied with white glue.

The finish on aircraft of this period was frequently very glossy, indeed many period photos, particularly those of new or little used machines, show highly reflective surfaces. Despite this I do not find this very appropriate or pleasant on this type of model in this scale but this is just my personal taste. I applied a light coat of satin varnish to tone down the finish.

Conclusion

This kit is a very welcome addition to the range of 1/48th scale WWI models available. Roden have

produced a very complete package here and have gone to a great deal of effort to provide an excellent level of detail on each of the parts. I have seen unfavourable comments made about this kit in a number of reviews and articles and I think it's fair to say that a number of modellers seem to have been disappointed when they tried to assemble the kit. With some kits, particularly with those of the limited run variety, it is pretty obvious when you open the box that the contents need to be treated with care and a few problems may be encountered when building the model. Most modellers will then approach the kit with the correct frame of mind and will be perfectly happy to correct things and improvise where necessary. Perhaps the problem with this kit is that when you open the box, it doesn't look like that at all. It looks as if it ought to just fall together effortlessly. The fact that it doesn't then comes as a rather nasty unexpected surprise. There were a number of areas where the construction was difficult and I

encountered problems. I managed to overcome these with the exception of the undersized interplane struts. Hopefully those reading the above text will be able to avoid them altogether. My advice when building this kit would be to treat it as you would a limited run model, constantly refer to scale drawings, dry fit as many of the parts as possible before assembly, be prepared to thin down or alter the parts during construction and possibly consider replacing the transfers (particularly the lozenge fabric) with aftermarket items. This kit should be within the scope of most modellers armed with the correct references and should make an enjoyable project for those who are forewarned of the potential problems and do not take the kit at face value.

I'd like to offer my thanks to Roden for the opportunity to build this kit. I look forward to their future releases in this scale with great interest.

Dai Williams

References

- Air Enthusiast No.28
- Fokker D.VII Anthology 1 by Ray Rimmel, Albatros Productions (ISBN 0-948414-99-5)
- Fokker D.VII Anthology 2 by Ray Rimmel, Albatros Productions
- Fokker D.VII Anthology 3 by Ray Rimmel, Albatros Productions (ISBN 0-902207-28-9)
- Fokker D.VII Windsock Datafile No.9 by P.M. Grosz, Albatros Productions (ISBN 0-948414-15-4)
- Fokker D.VII In Action, Squadron/Signal
- Fokker Dr.I & D.VII in WWI, Schiffer Books
- Fokker Fighters of World War One - Vintage Warbirds No.6
- German Aircraft of the First World War, Putnam
- Profile No.25, Profile Publications
- Windsock International Vol.4 No.4

Web Sites

At the time of writing a few useful web sites were:

- www.wingstrut.com/fokker_dvi.htm - Nice colour side views
- memorial.flight.free.fr/fokkerDViuk.html - Interesting history and some excellent shots of an example under restoration.
- users.pandora.be/Aircraftwalkarounds/Images/FokkerDVi/ - more useful photos of a restored Dutch aircraft.



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Book of the Month

Japanese Aircraft Equipment 1940-1945

by Robert C. Mikesh

Price: £55.00 (\$69.95)

ISBN: 0-7643-2097-1

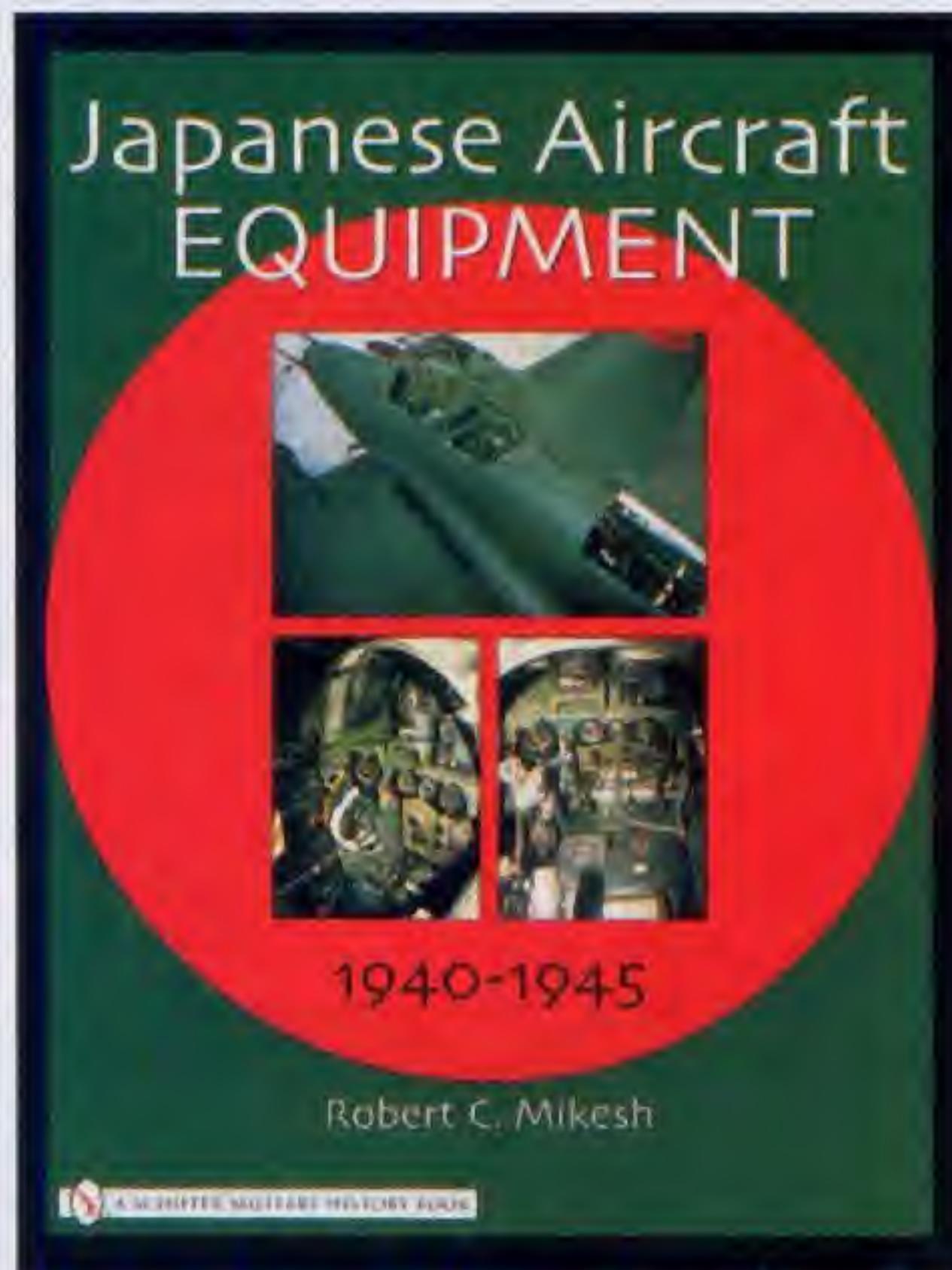
Publisher: Schiffer Publishing Ltd

Format: 235mm x 310mm, 200 Pages

Cover: Hardback with Separate Dust Jacket

The name of Robert Mikesh is well known, as his interest in Japanese aircraft of WWII and his role at the National Air & Space Museum in the USA have allowed him to write a number of superb books on the subject. This new one from Schiffer takes a very detailed look at the equipment and systems installed in Japanese aircraft during WWII.

The narrative is well illustrated with both period black and white and modern colour images. The first chapter looks at historical data compiled by the USA intelligence services in WWII about



Japanese aircraft and their equipment. The second chapter takes a very detailed look at all the instruments fitted to Japanese aircraft, with a narrative description and photograph of each type. This is a very comprehensive section that runs up to page 71. The third section looks at radio equipment in a similar manner, although this time many of the images are wartime ones, that show

equipment that was captured and evaluated. The fourth chapter looks at aerial cameras used by the IJAAF and IJNAF, although this time all of the images are modern colour ones of cameras held in various private and national collections. The fifth chapter looks at machine guns and cannon and once again nearly all the images in this chapter are period ones taken by the technical departments during WWII. The sixth chapter looks at gunsights and bombsights and this section used both period black and white and modern colour images of the various items. The section also includes a number of diagrams of gunsights as well as data on the usage of the various bombsights. The final chapter (7) deals with the complex and much debated subject of interior colours of Japanese aircraft. This section includes a chart based on original Japanese colours that gives cross-reference to Munsell, Pantone and FS 595 numbers.

This is a truly superb book and one that is written and produced to the highest standards. It is an ideal companion to the Japanese Cockpit Interior book produced by Monogram Aviation Publications (See Vol 7 Iss 10 p991). It is most highly recommended to all Japanese aircraft fans.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders are dealt with by Bushwood Books (UK P&P is free, while all European orders are subject to a £5.50 postage charge), while all remaining orders can be sent directly to the publisher.

Bookshelf

The 479th Fighter Group in WWII

by Terry A. Fairfield

Price: £55.00 (\$69.95)

ISBN: 0-7643-2056-4

Publisher: Schiffer Publishing Ltd

Format: 235mm x 310mm, 502 Pages

Cover: Hardback with Separate Dust Jacket

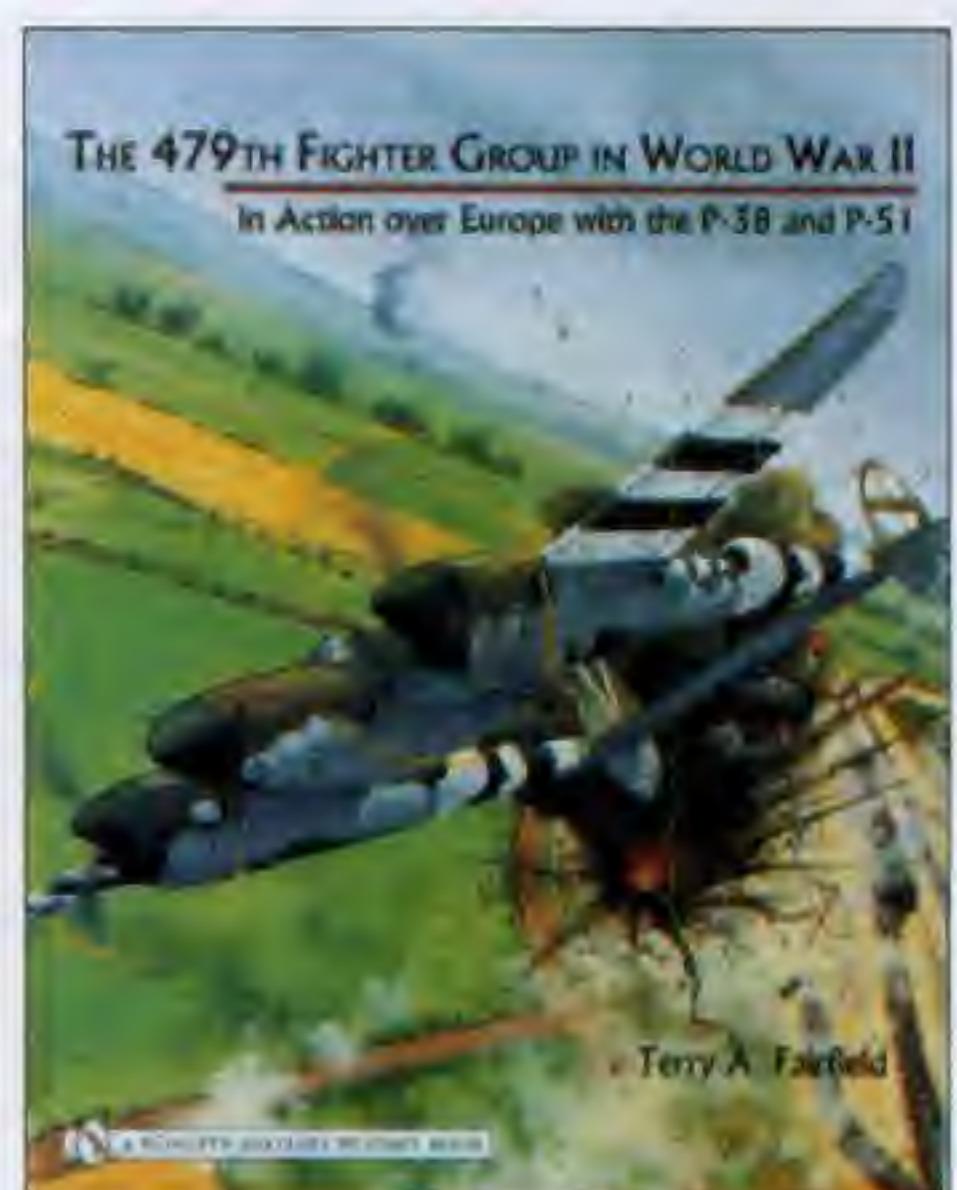
This is another one of Schiffer's superb 'history' titles. This time it deals with WWII service of the 479th Fighter Group and thus covers operations over Europe whilst

operating the P-38 Lightning and P-51 Mustang. The narrative is extensive and although photographs are also in great number, this is very much a purely historical product and the photos just act to illustrate the bulk of the written text. The narrative has been broken down into sixteen chapters. The first chapters deal with the initial stages of the 479th Fighter Group and their initial set-up during the August 1943 to May 1944 period. Most of the remaining chapters deal with a month in the May 1944 to May 1945 period. Each of these chapters then breaks down the month to a day-by-day account of the operations of the squadrons (434th, 435th and 436th) within the 479th Fighter Group. The exception to this is chapter three, which gives a photographic account of the USAAF

Station F-377 at Wattisham. The book is completed with the appendices, of which there are eight. These include a list of commanding officers, Group and Squadron aircraft identifications, Group and Squadron insignia, full lists of pilots and dates of service, a list of aircraft and their pilots, a full list of aerial victories, pilot losses and a complete list of Crew Chiefs. The final section consists of sixteen pages of colour side profiles, with one profile per page.

This is an excellent title from Schiffer and a really substantial book that is ideal for anyone with an interest in USAAF operations during WWII. It is therefore highly recommended to all.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders



are dealt with by Bushwood Books (UK P&P is free, while all European orders are subject to a £5.50 postage charge), while all remaining orders can be sent directly to the publisher.

Fiat G.50 & Caudron-Renault C.R.714

by K. Keskinen & K. Stenman

Price: £27.00

Publisher: Kari Stenman

ISBN: 952-99432-0-2

Format: 175mm x 250mm, 96 Pages

Cover: Laminated Card

This is a reprint of the title in the Finnish Air Force History series that was originally published in 1977. This title covers the procurement, service record, individual histories and air victory tally of the Fiat G.50 operated by the Finnish Air Force. The greater part of the book is taken up with nice large black and white photographs, all of which have both Finnish and English captions. An English summary for the main text is included at the end of the title. The service history etc of the six C.R.714s operated by the Finnish Air Force is also included at the end of the text. Over 170 photos, two pages of scale plans and three pages of colour profiles make up the entire package and if you like the G.50, C.R.714 or Finnish



Air Force in general, then this book is for you.

My thanks to Kari Stenman for the review sample. This title will be carried by the Aviation Book Centre, The Aviation Bookshop, Midland Counties and Motorbooks in the UK. For all other countries, please check with the publisher.

Spad S.VII C1

by Martin Velek

Price: £11.50

ISBN: 80-86637-00-X

Publisher: 4+ Publications

Format: 290mm x 210mm, 36 Page

Cover: Laminated Card

This is, I think, the first title in the World War I Wings series from 4+. It follows the same format of all their other books series and it covers the Spad VII C1. The narrative is all in English, although a separate four-page loose insert offers a Czech language summary. The main narrative takes a detailed look at the development and use of the Spad VII. The bulk of the title though is black & white and colour photographic coverage, including a full set of internal images and a nice set of 'walk around' style views of preserved examples in the USA, Italy, France and the Czech Republic. This is combined with a stunning set of fold-out 1/72nd scale plans of all the versions and there is a separate section on camouflage and markings that also



offers some colour side profiles.

This is another excellent title and I am sure all WWI aircraft enthusiasts will want to add this to their collections. Highly recommended to all.

Our thanks to 4+ Publications for the review sample.

Cross & Cockade 2005 Calendar

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Books in Brief

United - The Age of Flight

by W. Garvey & D. Fisher

Price: £TBA (\$39.95)

ISBN:

0-9667061-1-0

Publisher: Pace Communications Inc.

UK Distributor: Gazelle Book Services

Format: 240mm x 288mm, 256 Pages

Cover: Hardback with Separate Dustjacket



This is very much a 'coffee table' title in that it is more about PR from United Airlines perspective than anything else. The title is superbly produced and full of masses of images from the United Airline archive, so it is very impressive. The narrative is well written and charts the development of Air Mail services in the USA and the combinations of various small airlines into what became United Airlines.

This is an interesting book, very visual with masses of large photos and other images. It is very much all about promotion and as such may well appeal to a few of you with an interest in airliners.

U.S. Naval Aviation

by M. Hill

Goodspeed & R. Burgess

Price: £TBA

ISBN:

0-88363-526-7

Publisher: Hugh Lauter Levin Associates Inc.

UK Distributor: Gazelle Book Services

Format: 260mm x 360mm, 252 Pages

Cover: Hardback with Separate Dustjacket



This is a serious title, it is huge in format and no expense has been spared in its production. The cloth cover and large badge mounted on the cover all make for a quality product. The format that this title takes combines both period and modern images in black and white and colour, as well as other visual items like paintings, advertising posters etc. The narrative has been broken down into large chapters that deal with a specific element, event such as pioneer naval flight, pilots, aircraft carriers, carrier deck operations, pilot equipment, USMC operations, US Coast Guard operations, the Blue Angels, an account of a day on a USN carrier and finally a look to the US Navy operations in the 21st Century.

This is an impressive book, very visual with masses of large photos and other images. It is very much all about promotion and as such may well appeal to some of you with an interest in US Naval operations.

Lightning from the Cockpit

by Peter Caygill

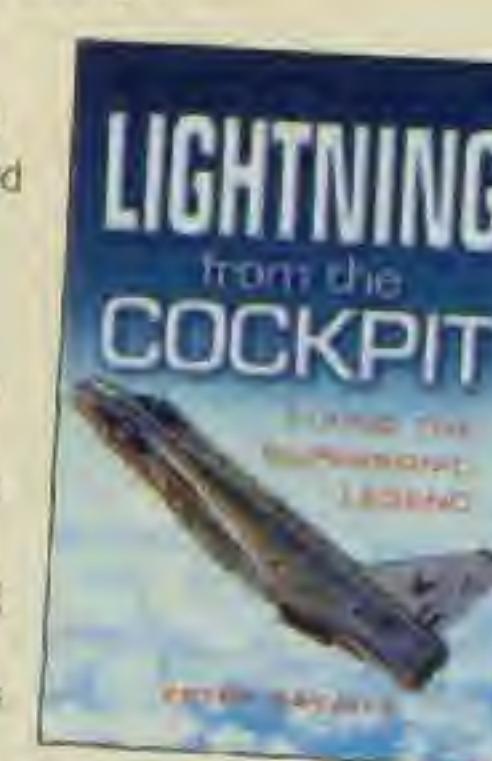
Price: £19.99

ISBN: 1-84415-082-8

Publisher: Pen & Sword Books

Format: 160mm x 240mm, 182 Pages

Cover: Hardback with Separate Dustjacket



This new account from Pen and Sword has been written using a mass of recently declassified documents about the testing of the Lightning. Much of this material comes from A&AEE Boscombe Down and Central Fighter Establishment reports of the era and this has been combined with personal accounts of those who flew the type. The text is very technical and looks at all aspects of the development and service use of the Lightning from the P.1a through to the F.6.

This is a very good title that takes a refreshing new look at the Lightning and it highlights many of the pitfalls in this type. It was certainly not an easy aircraft to operate and the numerous modifications that were made to the type throughout its development are all well charted. This is ideal for all post-war RAF enthusiasts and anyone interested in the Lightning.

Gulf War II

by Jamie Hunter

Price: £19.95 (\$29.95)

ISBN:

0-9542191-1-2

Publisher: TomCat Publishing Ltd

Format: 215mm x 300mm, 162 Pages

Cover: Hardback with Separate Dustjacket



This is a new title on Operation Iraqi Freedom and it consists of a mass of colour photographs coupled with concise but informative text. The chapters deal with the build-up to war, then move on to give a day-by-day account of operations in the first week of the war. The coverage then moves to deal with each of the American forces involved e.g. USAF, USN, USMC and US Army. The coverage then looks at the British forces and Operation Telic, then the Australian forces and Operation Falconer. There is an excellent colour section dealing with all the artwork carried by all of the forces during the war and the title is completed with a look at the return of the American and British forces home.

This is an excellent title, packed full of colour images and lots of information that is ideal for the modeller. If you are at all interested in modern aviation or specifically in the Gulf War, then this book is for you.

The Rotary Aero Engine

by Andrew Nahum

Price: £TBA

ISBN:

1-900747-12-X

Publisher: Science Museum

UK Distributor: Gazelle Book Services

Format: 185mm x 245mm, 64 Pages

Cover: Laminated Card



This is actually a reprint of a title previously produced by HMSO in 1987. Basically this is a historical study of the development and use of the rotary engine. It is extensively illustrated with period black and white photographs. The text charts the development of rotary engines for the aero industry, then moves to look at a derivative of the Gnome engine. The next chapter takes a look at each of the major rotary engine manufacturers; Le Rhone, Clerget, Bentley, Siemens & Halske and Oberursel as well as other rotary aero engine manufacturers after WWI. The next chapter looks at use of the rotary engine in WWI, as well as its ultimate demise. The fundamental operation of a rotary engine as well as castor oil are also covered, to give the reader an understanding of how the type worked.

This is a useful book that is informative and well illustrated with photos, so it can be recommended to any of you with an interest in early aviation.

Warburton's War

by Tony Spooner

DSO, DFC

Price: £6.99

ISBN: 0-907579-43-4

Publisher: Crécy Publishing

Format: 128mm x 195mm, 208 Pages

Cover: Laminated Card



Many of you will, I am sure, have seen the excellent Timewatch programme on the recovery of the aircraft in which Adrian Warburton DSO, DFC (USA) had died. This new paperback from Crécy is a complete narrative of the life and times of Warburton, as well as the events that led to the location of the crash site of his F.5 Lightning and its subsequent recovery.

It is an excellent and interesting read and one that we can recommend to anyone interested in WWII aviation, as well as this unorthodox and brilliant pilot.

The Bleriot XI at War

by Gregory Alegi

Price: £12.00 (inc P&P)

ISBN: 1-902207-65-3

Publisher: Albatros Productions

Format: 210mm x 297mm, 38 Pages

Cover: Laminated Card

This is the latest and 108th edition in the Windsock Datafile series. As usual the narrative offers both technical and historical coverage of the chosen type, which in this case is the Bleriot XI. Although much has been written about the historical significance of the type, little has been done on its military use, so this title puts that right. The narrative is supported with a large number of period black and white images of these machines, all of which have extensive captions. The centre pages offer both 1/72nd & 1/48th scale plans of the XI and XI.2 versions. The title is concluded with a detailed look at the camouflage and markings applied to the type during its service career.

This is another excellent title from Albatros and it is good to see this type's military history being covered. If you have any interest in early aviation then you will probably want to add this one to your library and it can therefore be highly recommended to all.

Our thanks to Albatros Productions for the review sample. UK modellers can obtain this title directly from the

THE BLÉRIOT XI AT WAR

By Gregory Alegi



WINDSOCK DATAFILE 108

publisher, or via a number of specialist outlets.

Don't forget that the latest edition of Windsock International (Vol. 20 No.6 Nov/Dec 2004) is also now available from Albatros Productions. It features excellent articles on the building and detailing of the Aeroclub 1/48th R.E.8, how to build scale wooden propellers, the history of the Bleriot XI in Australia as well as reviews of all the latest early aviation and WWI related kits, decals and books. It retails for £6.50 in the UK, so for more details contact Albatros directly.



Curtiss Hawk 75A & P-40M

by K. Keskinen & K. Stenman

Price: €29.00

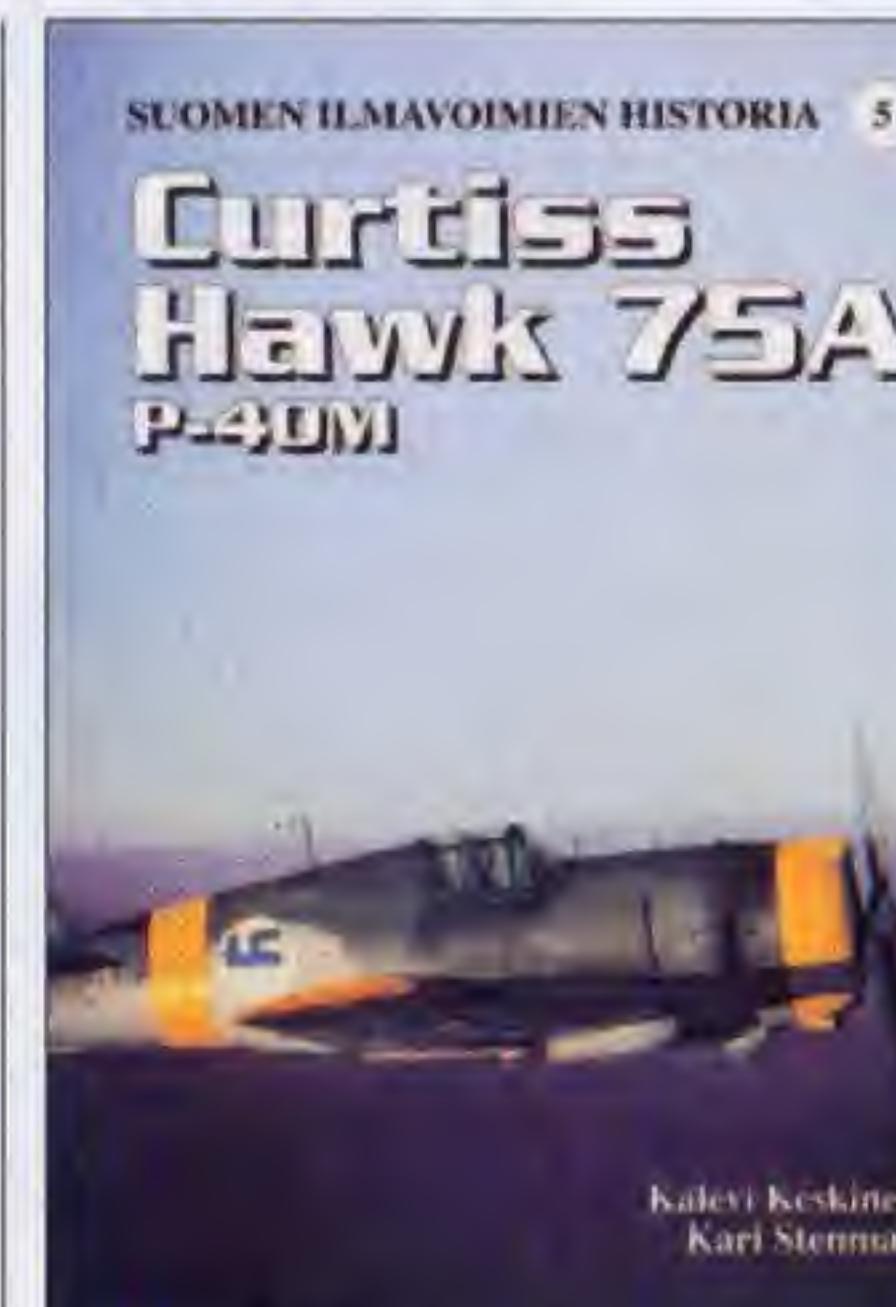
Publisher: Kari Stenman

ISBN: 951-98751-9-0

Format: 175mm x 250mm, 96 Pages

Cover: Laminated Card

This is a reprint of a title in the Suomen Ilmavoimien Historia (Finnish Air Force History) series that was originally published in 1976. As with all titles in this series the narrative charts the purchase, service record, individual airframe histories and air victory tally of all Hawk 75s operated by the Finnish Air Force. As usual the greater part of the book is made up with nice large black and white photographs, all of which have both Finnish and English captions. An English summary is included at the end of the title. The service history etc of the single P-40M captured and operated by the Finnish Air Force is also included at the end of the text. With over 170 photos, two pages of scale plans and three pages of colour profiles this is an excellent title and one that is highly



recommended to all Finnish Air Force fans.

My thanks to Kari Stenman for the review sample. This title will be carried by the Aviation Book Centre, The Aviation Bookshop, Midland Counties and Motorbooks in the UK. For all other countries, please check with the publisher.

Supermarine Walrus & Stranraer

by J. Knightly & R. Wallsgrave

Price: £9.99

ISBN: 83-97178-9-5

Publisher: Mushroom Model Publications

Format: 165mm x 240mm, 128 Pages

Cover: Laminated Card

This is the latest 'special' from Mushroom Monthly in their 'yellow series'. It is in the same size as previous titles, but after the previous 144 page release, this edition has reduced back to their usual 128 pages format. All the text and captions are in English and the text takes both a historical and technical view of the Walrus and Stranraer. The first thirty-two pages cover the Walrus, with a historical introduction, details of their operational use, details of those that have survived to this day and finally, details of each version produced. From page 33 to 40 similar, but more limited, coverage of the Stranraer is offered, then the book turns to cover both types from a purely technical viewpoint. This section includes scale plans, masses of photos of preserved examples and diagrams from the flight manual etc and runs from pages 41 to 105. The final twenty-three pages are all colour profiles, with either one or

James Knightly
Roger Wallsgrave

Supermarine

WALRUS & STRANRAER



two side profiles per page.

It is good to see these types being covered and this is an extremely useful reference that can be highly recommended to all.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get copies from MMD, and Australian modellers can purchase a copy from Platypus Publications.

Salmson Aircraft of World War I

by C.A. Owers, J.S. Guttman and J.J. Davilla

Price: £TBA

Publisher: Flying Machine Press

ISBN: 1-891268-16-3

Format: 230mm x 300mm, 116 Pages

Cover: Laminated Card

Salmson Aircraft of World War I

Salmson Moineau S.M.1, Salmson 2, Salmson 3, Salmson 4, Salmson 5, Salmson 6, Salmson 7



Most WWI fans will be familiar with the excellent titles produced by Flying Machine Press from the USA, well this is the third title in their Great War Aircraft in Profile series. It covers all aspects of the development and service use of the Salmson-Moineau S.M.1, Salmson 2, 3, 4, 5, 6 & 7 aircraft. The narrative has a chapter set aside for each version and the text although limited is very informative. The main bulk of each chapter though is photographic, with large period black and white images in abundance. Of course the more famous versions get more written about them, and details of service history and famous pilots, etc that flew them are also covered. Towards the middle of the title there are four sets of gatefold plans covering the SM.1 and two versions

of the Salmson 4. These are followed by more pages of plans, although not gatefold, of all the remaining types in both 1/72nd and 1/48th scales. The last written section from pages 105 to 108 covers camouflage and markings of the series. This is followed by eleven pages of colour side profiles.

This is an excellent title, well written and produced and certainly one that can be recommended to all of you with an interest in aircraft of WWI.

My thanks to Flying Machine Press for the review sample. If you have difficulty tracking down a copy in the UK, contact their UK distributor, Gazelle Book Services, Tel: 01524 68785 or Email: sales@gazellebooks.co.uk.





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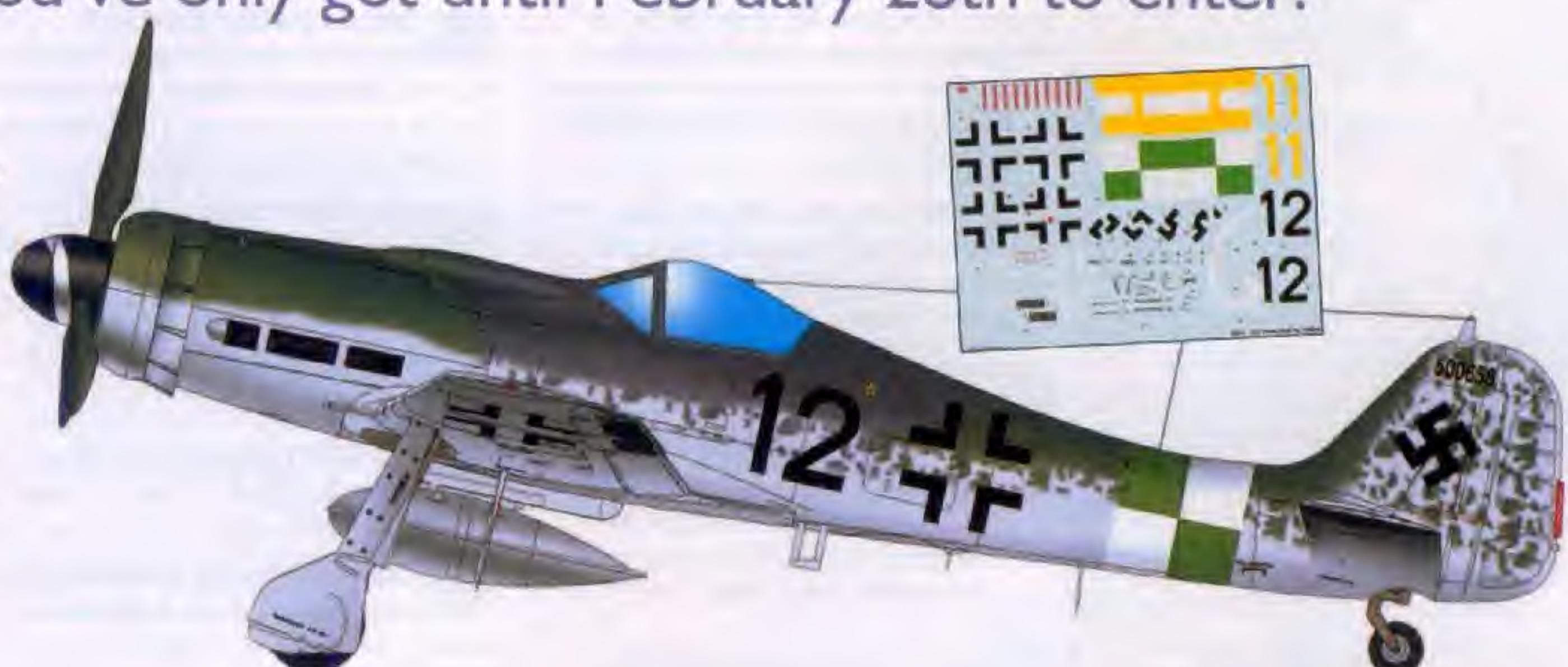
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SAM Publications
Media House, 21 Kingsway
Bedford, MK42 9BJ

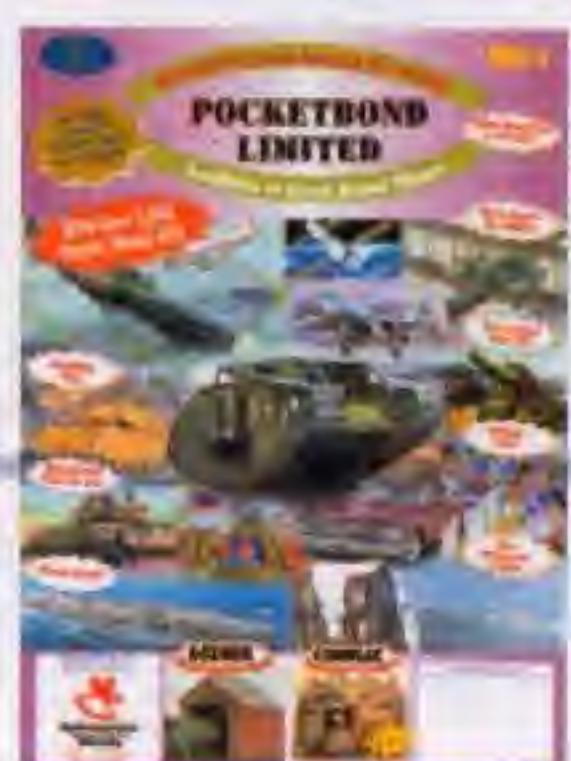


Competition Rules

Employees/volunteers working for SAM Publications, Pocketbond, Trumpeter and associated companies or their families are not permitted to enter. The first entry drawn will win. Entries are limited to one per person/household. No correspondence will be entered into. The judges' decision is final. Winner's names will be published in a future edition of Scale Aviation Modeller. All entries must reach SAM Publications by 28th February 2005, when the prize draw will take place. (UK residents only.)

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Clubs & Societies

New Modelling Group

SOUTH YORKSHIRE MODEL AIRCRAFT SOCIETY (SYMAS)

Plastic scale modellers in the South Yorkshire area are cordially invited to attend a new modelling group forming in the area. We currently meet in a good sized, light and airy, private and self-contained meeting room above the Market Tavern, in Elsecar, next to the Elsecar Heritage Centre, on the first Wednesday of every month, from 7.30pm to 10.30pm. Modellers are encouraged to bring along their latest models to the meeting, whether fully finished or under construction, where all aspects of modelling can be discussed. Talks and demonstrations are also planned for the future, plus visits to/from other clubs and societies and trips to museums and manufacturers. For further details - contact Neil Robinson, E: NWR@airgen.fsnet.co.uk or T: 01226 742 142 (9.00am to 6.00pm GMT Mon to Fri).

i AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or T: 02 4540525.

THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. T: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher. T: 01993 774034 (not after 9pm).

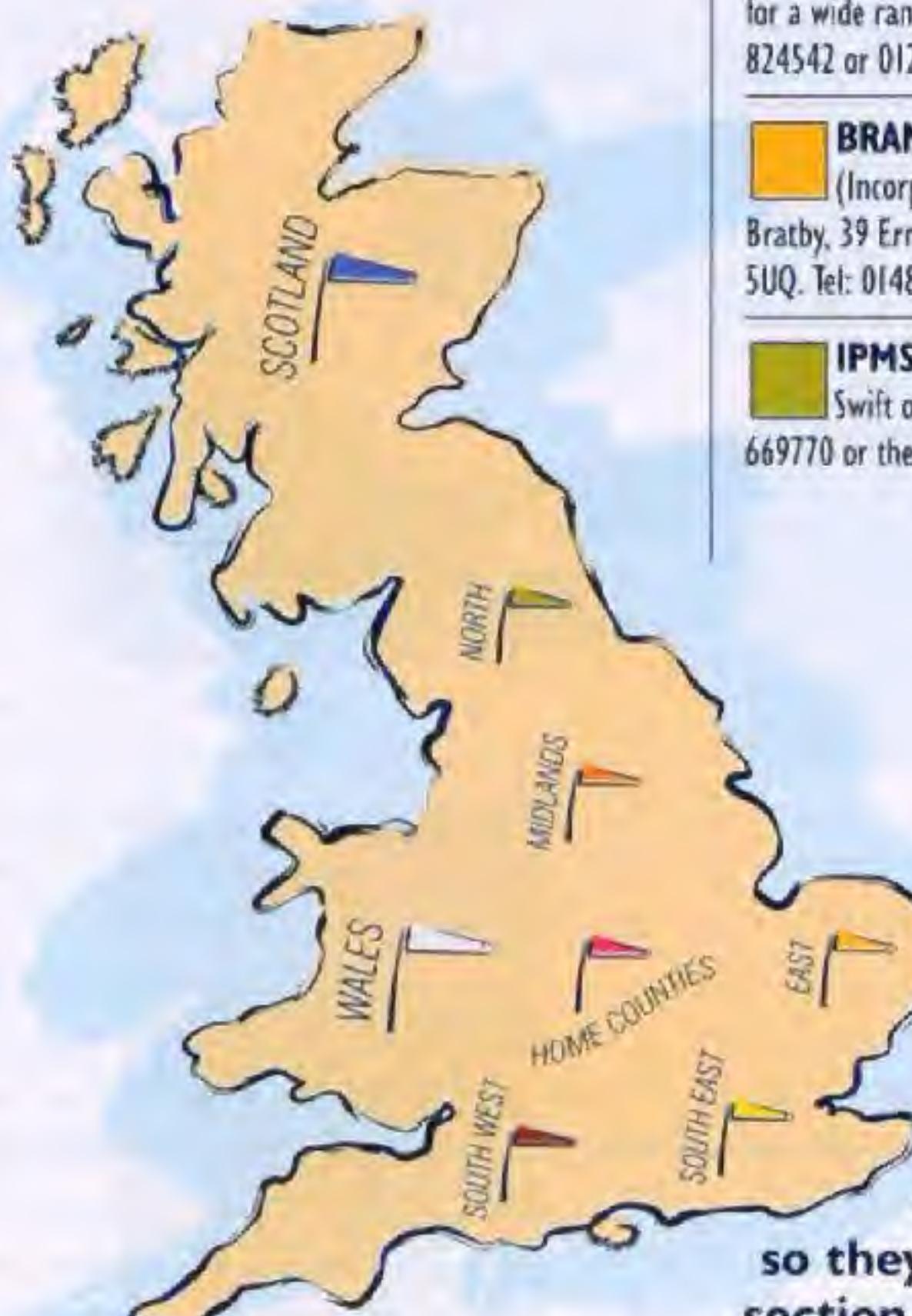
AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire, SN13 9TX.

ASVC. Wombourne, Nr Wolverhampton. We lay claim to being the oldest established model club in the country, having been going for over 25 years! So we must be doing something right. Meeting 1st Saturday of the month at Allen Hall. Details from John Turner on T: 01384 78179.

i IPMS AUSTRIA. More information on our web site: www.ipms.at or contact Peter Havel, Maerzstrasse 127/46, A-1140 Wien, hape.ipms@gmx.at or Rainer Selisko, seli.ipms@gmx.at F: +43 1 586 6215. Monthly meetings in Vienna, quarterly magazine Panorama, IPMS ScaleShop.

AVON SCALE MODEL SOCIETY. A small friendly modelling club meets on the 3rd Thursday of each month, at the Longwell Green Community Centre on the outskirts of Bristol. We cater for all types of modelling subjects, so if you think you would benefit from joining us, come along or for information phone: Ian Bryant on 0117 9324053 or Ray Hackney on 0117 9569777.

THE ASSOCIATION OF LONDON MODELLERS. (inc. IPMS London). Meet between 7.00-9.30pm on the last wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or E: BRIAN@asofmod.freemail.co.uk



If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

BRIDLINGTON & WOLDS SCALE MODEL CLUB

Meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Adrian Morris 01723 375962.

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

i IPMS CAPE PENINSULA (SOUTH AFRICA). Cape Scale Modellers Club. Contact Marc Cilliers T: 021 671 5595 or 083 444 9471.

i IPMS CAN-UKS. Representing IPMS Canada in the UK. We meet in Nuneaton on the third Saturday of each month from 19:00. For more details contact Andy Blinks (T: 0116 284 9959) or Andy Smedley (T: 024 7632 7962).

CHELMSFORD AND ESSEX SCALE Modelling Club. Due to unforeseen circumstances we have had to change venue. As from the first Thursday (6th) of November we will be meeting at The Horse and Groom Galleywood Common near Chelmsford, where we will have our own private room.

i CHAPITRE REAL COTE. (Montreal, Canada) For information contact Jean Marc Perreault. T: 450 659 5241 E: jmarcp@megaweb.ca

CHESTER SCALE MODELLING GROUP. Meets on the last Tuesday of the month upstairs at the Commercial Inn and Hotel, behind the church by Chester Cross. For more details contact Rob on 01978 760912.

CHILTERN SCALE MODEL CLUB.

(incorporating IPMS Chiltern) Meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763.

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

IPMS TYNESIDE. Meets at St. John's Church Hall, Newcastle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan T: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Baginton, CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman); 45 Bodriggy St, Hayle, TR27 4ND T: 01736 757945 or Alan Jennings (Secretary) 5 Collygore Parc, Goldsithney, TR20 9LY. T: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

i IPMS CYPRUS. Contact L. Economides, 13 Christodoulou Sozou, Nicosia, 1096, Cyprus. T: + (357) 22353110. E: Yiokis@cytanet.com.cy

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby, DE24 3ET.

i IPMS DEUTSCHLAND E.V. Contact: Volker Helms., Alte Dorfstrasse 26A, D-19065 Godern, Germany. E: Volker.Helms@t-online.de W: www.ipmsdeutschland.de

EAST KENT MODEL CLUB. Meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB. For more information contact Brian on 01334 655131 or Dave on 01334 652439.

EAST RIDING SCALE MODEL ASSOC.

Meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008.

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

i EASTERN SUBURBS SCALE MODEL CLUB. (ESSMC) Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61 + 3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

FAMAS (Frog & Airfix Model Aircraft Society). Please note that this society's activities have temporarily ceased. Merv Hambling the founder states that the Sept/Oct 2003 edition (Vol.8/No.5) of their journal will be the penultimate one until some time after March 2007, when pressure of work and other commitments will have reduced to such an extent that he can once again relaunch the society. Everyone on the current mailing list will be recontacted once the society restarts. Anyone wanting to be added to this list, or any of you who are members and change address in the interim should contact Merv at 29 Ridge Way, Cromer, Norfolk. NR27 0HS. In the meantime anyone with an interest in Airfix products, can contact the Airfix Collectors' Club via Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX. E: jebrook@btinternet.com

IPMS FARNBOROUGH. Meets at 7.30pm on the 2nd Monday of every month at the Railway Enthusiasts' Centre, Hawley Lane, Farnborough, Hants. For more information contact Pete Readman on 0118 978 2910.

IPMS FENLAND/SPALDING MODEL GROUP. Contact Bill Pickering on 01775 710465.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLOUCESTER IPMS. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester, GL7 1BJ. T: 01285 659254.

GRANTHAM MODEL CLUB. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

i IPMS GREECE (CORFU BRANCH). Contact T: 0030 661 41506 or F: 0030 661 41114.

i GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. T: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit W: www.harrowmodellingsociety.co.uk

i HOBBY DEPOT MODELER CLUB. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS HORNCHURCH. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex, IG11 BHS. T: 020 8594 4670.

ISCA SCALE PLASTIC MODEL CLUB. East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stoke Canon, Exeter, Devon, EX5 4AD.

i IPMS KINGSTON (CANADA). Contact Tony on 389 4878.

i IPMS PROVINCES OF FRANCE. The URL for IPMS Provinces of France changed to www.multimania.com/impsspdf/index.htm

i IPMS SOUTH AFRICA. For further details contact Colin Burgess on 011 462 3549 or E: albertrn@global.co.za or visit or Web site at W: www.kimberley.co.za/impssa

IPMS SOUTH EAST LONDON. Please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.

IPMS SOUTHAMPTON. For more details contact Nigel Robins on 02380 582808.

i IPMS STE HELENE (Montreal, Canada). For information contact Jean Marc Perreault on T: 450 656 7243.

IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS WESSEX. For more details contact Karen Robins on 02380 582808.

IPMS YU-YOJODINA. (Yugoslavia) Contact Nenad Miklusev, Bulevar Velika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. E: modelart@ptt.yu

JUNIOR MODEL CLUB. Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. T: 024 76301033.

KEMPSTON & DISTRICT SCALE MODELLING CLUB. Meet twice a month on alternate Tuesday evenings at Southfield Community Centre, Kempston, Beds at 7pm. All welcome, irrespective of skill levels. Contact Tony Issott on 01234 852780.

KING'S LYNN SCALE MODEL CLUB. Meeting on the 2nd and 4th Wednesday of the month in the 'Workers Club' in King's Lynn. For more details contact Mike Condra on 01553 827126 or David Crump 01553 673744.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford.

KAIMAI BRANCH IPMS (NZ). Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517.

KEIGHLEY PLASTIC MODEL SOCIETY. Contact John on (01535) 665722.

LEEDS & DISTRICT IPMS. Meets 2nd Friday each month at Netherton Working Mens Club, Netherton Lane, Netherton, Wakefield. Contact Francis Chapman on 01759 368238 or 07932 06520. E: kiwichappers@yahoo.com

LOTHIAN MODELLERS CLUB (and Edinburgh IPMS) For details contact Ian Hanratty on 0131 665 4087.

MARITZBURG MODELLERS CLUB. South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332-306446.

MANCHESTER IPMS. Contact Karen Cunliffe on 0161 343 5475 or Bernard Chadwick 01942 675277 for discussions or further details.

MEDWAY MODELLING CLUB. Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

MEIR MODEL CLUB. Meir Community Centre, Meir, Stoke-on-Trent, meetings every Wednesday 7-10 pm. For more details contact Alan Ewart (T: 01782 388892) or Cliff Kelsall (T: 01782 543026).

MERCIA SCALE MODELLERS. (incorporating IPMS Mercia) For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. T: 02476 745551.

MERSEYSIDE SCALE MODEL CLUB. (incorporating IPMS Merseyside) Meets at 8pm on the first Tuesday of the month at the British Legion Club, Aintree (opp. Old Roan Pub, near Old Roan Merseyrail Station). For more details call 0151 9293510.

Mid-Cambs Modellers. Meet every month on a Thursday, (varies which Thursday), from 7.30 - 9.30pm, at Huntingdon Methodist Church, off St Mary's Street, Huntingdon. For more information phone John Wagstaff on 01480 352609.

MILDENHALL PLASTIC MODEL CLUB. Meets 1st & 3rd Wednesday each month in British Legion Club, High Street, Lakenheath, Suffolk, at 8pm.

MILTON KEYNES SCALE MODEL CLUB. Contact Brian Porter on 01582 660984. E: Rporter786385414@aol.com. The club website is www.ipmsmk.org.uk

MODELLSPORTCLUB HANS GRADE. Berlin, c/o Mr. B. Schurak, Lindenstr. 8, D-15831 Wassmannsdorf, Germany. Visit [Wwww.msc-hansgrade-berlin.de](http://www.msc-hansgrade-berlin.de) or E: SSchurak@aol.com

ALLROUND MODELLING. Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modelbouw-ekelo to [Wwww.companier.be/modelbouw.ekelo](http://www.companier.be/modelbouw.ekelo)

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP. (Norwich) For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Eric Dyke on 01206 823413 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Took on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NORTH WALES PLASTIC MODELLERS GROUP. Will be meeting at the Marine Hotel in Old Colwyn on the second Monday of every month. For further details contact Jim Cross on (01492) 516358 or Matt Coy by E: matthew@hotmail.com

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799.

i NUCLEO DE MODELISMO DE ESPINHO Rua 8, No. 931, Espinho, Portugal. Please contact Jose Ferreira on 351 22 7310745 or E: nme.modelismo@clix.pt

i 'ON THE ROAD' MODELLING CLUB. From Brugge (Belgium) for all civil vehicle modellers. For more information please contact Peter_D'Hollander@village.uunet.be or T: 053/77.47.18.

GREAT PETERBOROUGH MODEL CLUB. For more details contact Keith Boucher, T: 01733 242683.

PEMBROKESHIRE PLASTIC MODELLER'S SOCIETY. A friendly group of like-minded individuals from all spectrums of the plastic modelling fraternity who meet fortnightly to exchange information and techniques to assist each other in their hobby. Contact: Mark at Merlin Models on 01437 762633 or E: mark.rosser@btinternet.com

PENSNETT MODEL MAKERS SOCIETY. For more information, please contact John Boucker on 01384 293472 or 07899 937149.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

i PMC KOELN E.V. (Germany) For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or E: nc-winklemi@netcologne.de

POOLE SCALE MODELLERS. Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB. (Incorporating Dorset IPMS) For more details contact Paul Moores on 01202 483932.

THE POTTERIES MODEL CLUB. Stoke-on-Trent. For more information contact the club secretary Alan Ewart on 01782 388892.

i ROARING 40s MODEL CLUB. IPMS Otago/Southland (New Zealand). Contact Lloyd Stridiron, 131 Black Road, Otatara 9 RD, Invercargill. T: (03) 213 0479 E: tigmoths@southnet.co.nz W: www.geocities.com/roaring40sdunedin/index.html We meet weekly.

ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB T: 01892 520856.

ROMSEY MODELLERS. Meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey, SO51 5RJ. T: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lothlorien', 18 Ilton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. T: 01980 862403.

SHROPSHIRE SCALE MODELLERS. (IPMS Telford) Contact Gary Stevens, 8 Whitemere Road, Shrewsbury, SY1 3BT.

i THE SILICON VALLEY SCALE MODELER. Meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or E: bucholtz@aol.com

IPMS SOUTH EAST ESSEX/SOUTHEND-ON-SEA. Contact Simon Oliver on 01702 614831 (after 7pm) or John Drummond 01702 205494 (after 7pm).

SOUTH CHESHIRE M.M.C. (Crewe) Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phill Podmore, T: 01270 256 880.

SOUTH LONDON SCALE MODEL CLUB.

For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

i SOUTH SHORE IPMS. Pembroke, MA (USA). For more details contact Bob Burnside T: 617 659 4883.

i IPMS SPAIN. (Amigos Modelistas Placentinos) Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero E: mig21@retemail.es

SPRUES-R-US. Scale model club meets every second Wednesday of the month in the Methodist Hall, North Road, Letchworth, Hertfordshire at 7.30pm. For further details please contact Peter Magee on 01462 640642 or Peter Park on 01462 675779.

i ST. EDMUNDSBURY SCALE MODELLERS. Contact Rod Jones (Secretary) on 01284 766104.

STAFFORD IPMS MODEL CLUB. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire, DE12. T: 01283 713602.

STIRLING & DISTRICT MODELLERS SOCIETY. SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks, FK10 3PJ. T: 01259 722428.

SUNDERLAND SCALE MODEL CLUB. Meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SOUTHDOWNS MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP. For more information contact Keith Goldsworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can email the club at E: nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY. For more information contact Robert Day, 'Ashgrove', Didley Lane, Fillongley, Coventry, CV7 8DQ. T: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or E: keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. T: 01738 629555 (Sorry no under 16's).

i IPMS/USA SUPERGLUERS OF SAN ANTONIO. Texas, USA. For more information contact Thunderbolt Hobbies (T: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

i THE OKLAHOMA HISTORICAL MODELERS SOCIETY. For more information contact David Kimbrell E: ivandak@aol.com or Rick Jackson at E: rjackson@socket.net

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 825993.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825993.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST BERKS SCALE MODEL CLUB. Contact Adrian on 01635 49524 evenings before 9pm or write to: 14 Oakley Rd, Shaw, Newbury, Berks, RG14 2PD.

WEST KENT SCALE MODEL CLUB & IPMS KENT. For more details contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent TN4 9TB.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

IPMS WEST RIDING new branch sec's email will be E: martin.johnston2@ntlworld.com T: 01132943321.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

i SIGPMA. A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E: ruidom@mail.telepac.pt

i YU AVIATION SIG. Please note that this group's email address has changed from modelart@ptt.yu to ysig@eunet.yu. The group also has a new postal address: Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

i YUGOSLAV AVIATION SIG discussion board at <http://disc.server.com/58276.html>

i I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants, NN9 6QA or E: David.Campbell@Tesco.net

i AXIS EAGLES - WW II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more info contact E: axisagles@ozemail.com.au or jjbaxter@techinfo.com.au

i IPMS GULF WAR SIG. For more details contact Gary Madwick, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. T: 01235 769746. E: gary.madwick@btconnect.com

i HAVE APPLIED TO REGISTER the DC-3/C-47 Tribute SIG anyone interested in joining please contact me on 01480 861387 or by E: D.gait@virgin.net Civil and Military modellers welcome.

i THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. T: 01235 769746.

i PURSUIT S.I.G. for anyone interested in American pursuit aircraft. Contact Chris Norfolk on 0132176325 or at christophernfolk1@ntlworld.com

i The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsaven 21, SE-129 3

Events Diary

2005

● January 2nd Croydon Aeronautical and Model Collectors' Fair

Croydon Airport Terminal, A23 Purley Way, Croydon, Surrey. For more information contact Tel/Fax 01737 822200

● January 23rd

Bolton Model Bonanza

at Adlington Community Centre, Railway Road, Adlington, Lancashire. For more details contact David Swift on 01204 695375 or Steve Summerfield on 01257 260199. You can also email the club at ipms.bolton@btopenworld.com or visit www.boltonipms.co.uk

I.P.M.S. BOLTON'S 5th, Annual
Bolton Model Bonanza 5
Sunday 23rd January, 2005
Adlington Community Centre,
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10am to 4.30pm
Admission : Adults £2.00, Children/GAP's £1.00,
Family Ticket £5.00

For more information contact : Paul Smith 01204 695375 or Steve Summerfield 01257 260199,
you can also email the club at ipms.bolton@btopenworld.com
or visit the club website at www.boltonipms.co.uk

● January 30th

Militaria 2005

at the Exhibition Centre, Stoneleigh Park, Coventry, Warks. For more information contact 01283 820050.

● February 6th

Modelkraft 2005

Hosted by Milton Keynes Scale Model Club at the Bletchley Leisure Centre, Milton Keynes from 10.00am till 5.00pm. More details about Milton Keynes Scale Model Club and ModelKraft can be found on www.mksmc.co.uk

● February 6th

Yorkshire Model Show 2005

hosted by the International Plastic Modellers Society at the Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW. For further details contact Francis Chapman on 01759 368 238 or 07932 065 202

● February 12th

Fleet Air Arm Museum Model Show

Contact Jon Jefferies or Tracy Uffowski for details. Fleet Air Arm Museum, Box D6, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT, Tel: 01935 842614, Email: marketing@fleetairarm.com or visit www.fleetairarm.com

● April 9th

Plymouth's Premier Model Show

at Plymouth Guildhall. For further details phone Alan Edhouse 01752-262340 or Email: Alan@oddboyz.co.uk

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Unmade kits for sale, mainly

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Readers' Classified

SCALE AVIATION MODELLER International Media House, 21 Kingsway, Bedford MK42 9BJ

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One Spitfire and two Lancaster

kits (one Grand Slam/Dambusters and one B Mk I), all three are 1/48th scale Tamiya kits, are in mint condition and unstarted. Reasonable offers considered. Contact A.G.Hall on 01423 524339 (evenings only)

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to 21 (1980). Complete except December 1965. Also Vol.21 Nos 1-7 only. Rings with offers to 01492 516118 (after 6pm GMT)

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● April 22nd & 23rd

IPMS Region 3 Convention

held by the IPMS Sumter/Shaw AFB Gamecocks Chapter at the Sumter County Exhibition Center, 700 West Liberty Street, Sumter, SC 29150. For more information contact Tony Abbot, Tel: 803-481-5736, Email: acabbott@earthlink.net, write to 1784 Anburn Road, Sumter, SC 29154 or visit www.sumter-shawafb-ipms.org/convention

● April 23rd & 24th

Scottish National Scale Model Show

at The Dewars Centre, Glover Street, Perth. Contact Willie Wood on 01259 722428 for further details and/or trade stand space etc, Email secretary@scotnats.org.uk or visit www.scotnats.org.uk

● March 5th

Greater Peterborough Model Clubs 7th Annual East of England Model Show

at Peterborough Town Hall. For more information contact David Martin on 01733 380250 or Email: the3martins@btopenworld.com

● March 6th

North Somerset Model Show

(NEW VENUE) at The Winter Gardens, Weston-super-Mare. For more information contact Dave Jones on 07969 635212

● March 19th – 20th

Model-Ex 2005

at Windmill School, Windmill Lane, Raunds, Northants. For more information contact Bob on 01933 312364 or Ray on 01933 680044

● June 25th

The East of Scotland Model Show

A NEW show in Scotland! To be held at the Marryat Hall, Dundee, Fife. More details nearer the date

● September 17th

eDay 2005

at Holesovice Exhibition Area, Prague, Czech Republic. For further details visit www.eduard.cz

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting

Readers' Classified

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Kit catalogues from 1960s through

to present (any quantity), especially Airfix, Matchbox, Tamiya etc. Also looking for unwanted kit instructions/header cards and box tops/colour option illustrations etc to help me build up my reference library of same. Contact R.A.Franks at PO Box 426, Bedford, MK43 0WF, or email me at SAmed@compuserve.com

Seeking E.M.C.S. postcards

Nos: 6, 13, 17, 32, 34, 43 & 45 (sold at airshows in 80s & 90s). Any offers please to Chris on 0191 3867843 or email grahamdurham@fsnet.co.uk. Fair price paid

PEN PALS

I would like to exchange kits, magazines, photographs etc with a UK enthusiast. Contact Vaclav Simecek, Werichova 964, 152 00 Praha 5, Czech Republic

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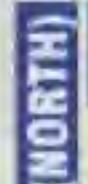
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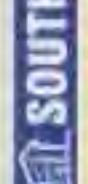
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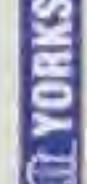
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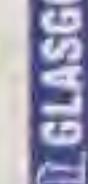
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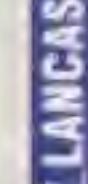
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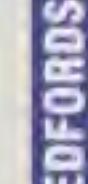
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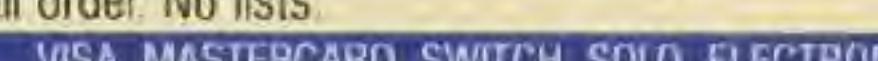
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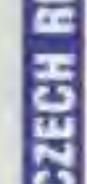
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Advertisers' Index

Aeroclub Models	79
Aires Hobby Models	63
Amerang	33
Andy Pack Models	87
Aviation Hobbyshop	65
Aviation Workshop	29
Avia Press	87
CMK	63
Colpar Hobbies	95
Copperstate Models	95
Creative Models	45
Eaglestrike Productions	35
Eduard MA	21
Fantasy Printshop	95
Fisher Model & Pattern	29
Fleet Air Arm Museum	95
Great Models Webstore	15
Halifax Modellers World	87
Heritage Aviation	87
HG Hannant	63
Hikoki Publishing	79
Hobby Shop Lewes, The	79
Kingkit	95
Kit Krazy	87
LSA Models	21
Magna Models	87
Matador Models	79
Meteor Productions	30 - 31
Misterkit	65
Model Art Decals	29
Model Design Construction	63
ModelKraft 2005	95
MPM	45
MPM Competition	99
North London Aviation	95
Panther Productions	87
Parade Figures	65
Pegasus Models	79
Pocketbond	7 & 9
Pocketbond Competition	91
Revell A.G.	23 & 25 & 27
RS Models	79
SAM Publications Store	54 - 55
Squadron MMD	11
Tauro Models	79
Testors Inc	2
Toyway	100
White Ensign Models	87
Wonderland Models	19

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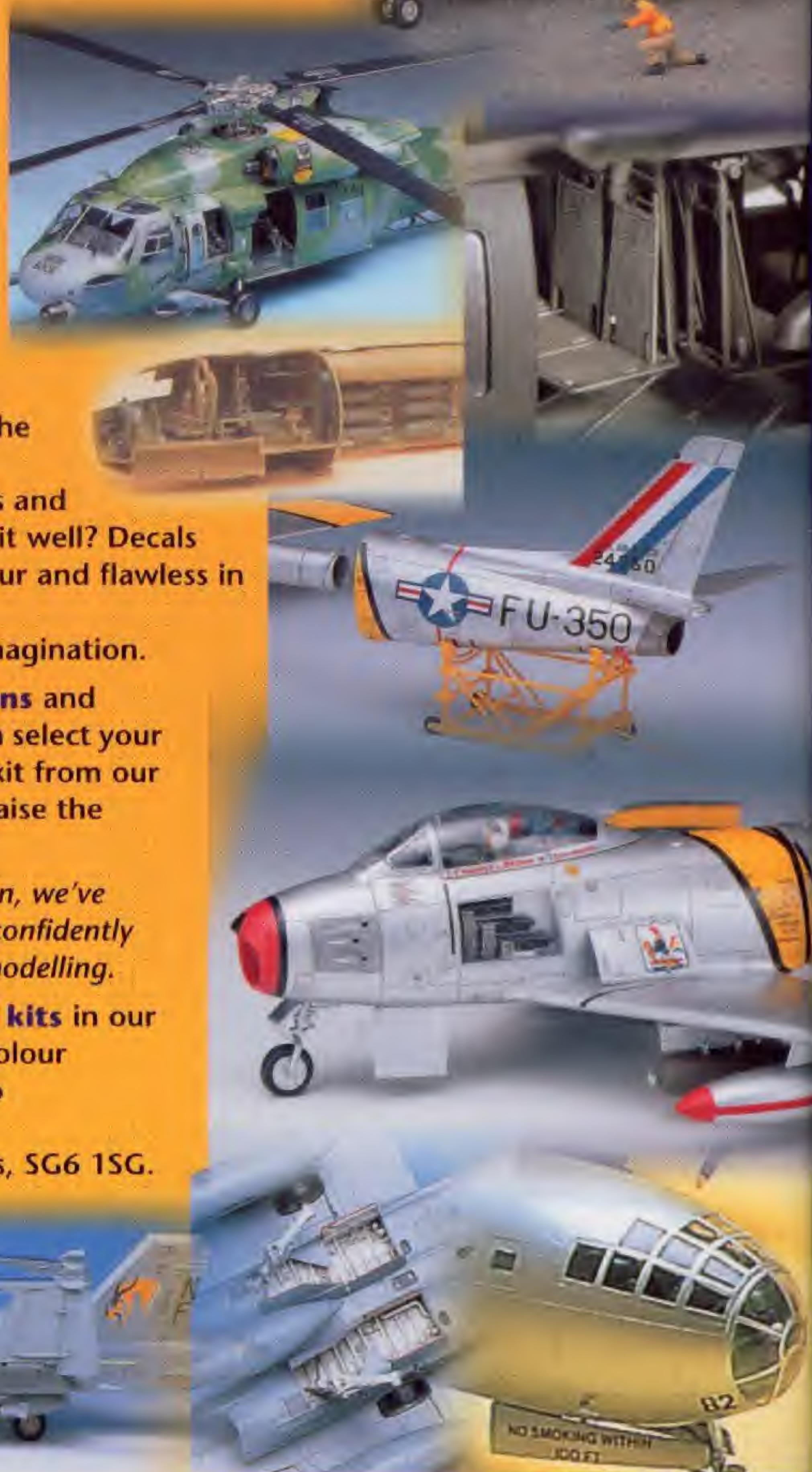
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